

**A SUBSTITUTE ORDINANCE BY
PUBLIC SAFETY AND LEGAL ADMINISTRATION COMMITTEE**

AN ORDINANCE AMENDING CHAPTER 162, ARTICLE II, DIVISION I, SECTION 162-33 OF THE CODE OF ORDINANCES OF THE CITY OF ATLANTA ("CITY"), GEORGIA, ON BEHALF OF THE DEPARTMENT OF POLICE, BUREAU OF TAXICABS AND VEHICLES FOR HIRE ("DEPARTMENT"), FOR THE PURPOSE OF INCREASING THE FEES THE CITY ASSESSES TAXICAB DRIVERS AND TAXICAB COMPANIES; TO CREATE A TAXICAB RE-INSPECTION FEE, HORSE-DRAWN CARRIAGE COMPANY PERMIT FEE, AND A HORSE-DRAWN CARRIAGE RENEWAL FEE; AND FOR OTHER PURPOSES.

WHEREAS, Chapter 162, Article II, Division I, Section 162-33 of the Code of Ordinances of the City of Atlanta, Georgia sets forth the schedule of fees the City assesses Taxicab Drivers and Taxicab Companies to operate within the jurisdiction of the City; and

WHEREAS, the fees set forth in Chapter 162, Article II, Division I, Section 162-33 of the Code of Ordinances of the City of Atlanta, Georgia have not been increased since 1981; and

WHEREAS, the City desires to increase the fees assessed to taxicab drivers and taxicab companies in order to off-set the funding that's provided by the City to subsidize the Department's operating budget; and

WHEREAS, the City engaged Public Financial Management (PFM) to analyze the current level of cost recovery and recommend appropriate fee levels to more adequately cover costs (See report attached as Exhibit "A"); and

WHEREAS, PFM's analysis revealed that the total annual cost of providing fee-related services within the Bureau of Taxicabs and Vehicles for Hire ("Bureau") is \$770,000, however, the total revenue received in fiscal year 2005 was \$366,933. Based on this data, the Bureau only recovered 47.6 percent of their cost of services; and

WHEREAS, PFM's analysis further showed that the total budget for the Bureau in 2007 was \$787,891, but the General Fund subsidized 51.3 percent of the Bureau's total budget; and

WHEREAS, under its current fee schedule, the City is only recovering a portion of the actual costs related to services; therefore based on the aforesaid analysis the City desires

to increase the fees the Bureau assesses pursuant to Chapter 162, Article II, Division I, Section 162-33 of Code of Ordinances of the City of Atlanta, Georgia.

THE CITY COUNCIL OF THE CITY OF ATLANTA, GEORGIA, HEREBY ORDAINS as follows:

Section 1: That Chapter 162, Article II, Division 1, and Section 162-33 (4) (5) (6) (7) (8) (10) (11) (12) (17) of the Code of Ordinances of the City of Atlanta, Georgia, which reads:

- (4) Initial driver's permit, \$30.00.
- (5) Renewal of driver's permit, \$20.00.
- (6) Late fee for renewal of drivers' permit, \$10.00.
- (7) Company permit, \$100.00.
- (8) Renewal of company permit, \$50.00.
- (10) Issuance of duplicate of any of the items in subsections (1) through (7) of this Section, \$10.00
- (11) Vehicle semiannual inspection, \$25.00.
- (12) Transfer of driver to different company, \$15.00.
- (17) Lien holder fee, \$25.00

Be amended to read as follows:

- (4) Initial driver's permit, \$75.00.
- (5) Renewal of driver's permit, \$75.00.
- (6) Late fee for renewal of driver's permit, \$25.00.
- (7) Company permit, \$250.00.
- (8) Renewal of company permit, \$220.00.
- (10) Issuance of duplicate of any of the items in subsections (1) through (7) of this Section, \$11.00

- (11) Vehicle semiannual inspection, \$25.00.
- (12) Transfer of driver to different company, \$34.00.
- (17) Lien holder fee, \$39.00

Section 2: That Chapter 162, Article II, Division 1, Section 162-33 (13) (14) (15) (16) of the Code of Ordinances of the City of Atlanta, Georgia, be repealed in their entirety, and replaced with the following:

- (13) New Car Vehicle Inspection, \$38.00
- (14) Vehicle Re-Inspection, \$23.00
- (15) Insurance Sticker Monitor and Issue, \$5.00
- (16) Horse-Drawn Carriage Inspection, \$34.00

Section 3: That Chapter 162, Article II, Division 1, Section 162-33 of the Code of Ordinances of the City of Atlanta, Georgia be amended, such that:

- (1) A new Section 162-33 (19) shall be added that shall read as follows:

“(19) Horse-Drawn Carriage Company Permit, \$150.00.”

Section 4: That Chapter 162, Article II, Division 1, Section 162-33 of the Code of Ordinances of the City of Atlanta, Georgia be amended, such that:

- (2) A new Section 162-33 (20) shall be added that shall read as follows:

“(20) Horse-Drawn Carriage Company Renewal, \$150.00.”

Section 5: That all existing ordinances or parts of ordinances in conflict with this ordinance shall be waived to the extent of the conflict.

**Final Report for
City of Atlanta
Vehicles for Hire Fee Study
August 2007**



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**FINAL REPORT FOR THE
CITY OF ATLANTA, VEHICLES FOR HIRE FEE STUDY
August 2007**

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Introduction

The Bureau of Taxicabs and Vehicles for Hire resides within the Atlanta Police Department. The three main services of the Bureau are to license and permit the industry's companies, vehicles, and drivers; to enforce the Vehicles for Hire (VFH) Ordinance; and to act as a liaison to consumers and service providers.

The City of Atlanta engaged Public Financial Management (PFM) to analyze the current level of cost recovery and recommend appropriate fee levels to more adequately cover costs. This report examines the total cost of providing all vehicles for hire fee-related services, an inflation analysis and a study of vehicles for hire fees in comparable cities.

A total cost of service analysis was conducted to determine real resource expenditures regarding City vehicles for hire service provision. Cost of service analysis consists of calculating the direct and indirect costs associated with providing each license, inspection or permit. Based on the analysis described herein, the total annual cost of providing fee-related services within the Bureau of Taxicabs and Vehicles for Hire is \$770,000. However, the total revenue received in fiscal year 2005 was \$366,933. Based on this data, the Bureau is only recovering 47.6 percent of their cost of services. The total budget for the Bureau in 2007 is \$787,891; therefore, fee-related activity currently subsidized by the General Fund represents 51.3 percent of the Bureau's total budget.

In addition to the cost of service study, an inflation analysis was conducted. The city has not increased fees since 1981. According to the Bureau of Labor Statistics, inflation has increased by an average of 3.2 percent per year for the last 26 years, or 124.5 percent since 1981. Inflation has affected the costs of goods, services and labor in most sectors of Atlanta's economy, but has not been taken into account in fees charged for vehicles for hire related services.

Additionally, a comparables survey was conducted to provide Atlanta with a comprehensive understanding of vehicles for hire related fees charged in other jurisdictions. Twenty-six cities were researched via survey, email, telephone and internet. Comparables were sorted into two categories, national and regional. Nationally comparable jurisdictions were considered for the size of their population and market. Jurisdictions surveyed within Georgia were considered for their regional comparability. Jurisdictions responded to surveys with fees for services which do and do not have fees associated with them in Atlanta as well as services which are provided without a fee charge in their jurisdiction. Generally, fees charged for a variety of vehicles for hire services are significantly lower in Atlanta than in other nationally comparable cities.

The regulation of vehicles for hire is vital to the safety and security of Atlanta's residents and visitors. Unfortunately under its current fee schedule, the City is only recovering a portion of the costs related to these services. The cost of service analysis, inflation analysis and comparables study included herein provide a comprehensive understanding of fees related to vehicles for hire services and are intended to provide the City guidance in restructuring its related fees.

Inflation Analysis

Regular adjustment of fees based on inflation is a best practice employed by many jurisdictions to ensure that cost increases that can be expected over time are accounted for in additional revenue collection to cover those costs. Additionally, the Government Finance Officers Association recommended in May 2001 that charges and fees "be reviewed periodically based on factors such as inflation, other cost increases, the adequacy of the coverage of costs, and current competitive rates."

Fees within the Bureau were last updated in the year 1981, without adjustments for inflation. According to the Bureau of Labor Statistics, between 1981 and 2007 prices in the Atlanta area have increased by an average of 3.2 percent every year for the last 26 years. Therefore, since the VFH fees were last adjusted, the cost of goods has increased by 124.5 percent. In turn, if fees had been adjusted based on inflation, they would have increased from \$19 to \$125 each. Table 3-1 contains the fee amount had the fees been increased by inflation every year.

Table 3-1 Inflation Analysis

Fee	Current Fee Amount	1985	1995	2005	2006	2007	Variance \$
Company Permit	\$100	\$113	\$155	\$211	\$218	\$225	\$125
Company Renewal	\$50	\$57	\$77	\$105	\$109	\$112	\$62
CPNC Initial/Renewal	\$100	\$113	\$155	\$211	\$218	\$225	\$125
CPNC Transfer	\$100	\$113	\$155	\$211	\$218	\$225	\$125
Initial Driver's Permit	\$30	\$34	\$46	\$63	\$65	\$67	\$37
Driver's Renewal	\$20	\$23	\$31	\$42	\$44	\$45	\$25
Duplicate License	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transfer of Driver	\$15	\$17	\$23	\$32	\$33	\$34	\$19
Vehicle Semi-Annual Inspection	\$25	\$28	\$39	\$53	\$54	\$56	\$31
New Car Vehicle Inspection	\$25	\$28	\$39	\$53	\$54	\$56	\$31
Vehicle Re-Inspection	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Horse-Drawn Carriage Company Permit	\$100	\$113	\$155	\$211	\$218	\$225	\$125
Horse-Drawn Carriage Inspection	\$25	\$28	\$39	\$53	\$54	\$56	\$31
Horse-Drawn Carriage CPNC Initial/Renewal	\$100	\$113	\$155	\$211	\$218	\$225	\$125
Lien Holder's Fee	\$25	\$28	\$39	\$53	\$54	\$56	\$31

Cost of Service Analysis

I. Introduction

This section of the report examines the total cost of providing all vehicles for hire fee-related services as well as related tasks that are not currently charged a fee. Further, the City is considering the development of an in-house training program to replace the current use of private companies to provide driver's training services. The potential costs for this program are evaluated in this chapter.

Employees within the Bureau are divided into two categories, Airport and Downtown. The salaries of employees in the downtown category are funded by the City of Atlanta's General Fund. Employees who work at the airport are funded by the Airport Revenue Fund. Therefore, the cost of providing airport-related services is included in this report; but the related cost of service is not considered in determining recommended fee adjustments.

II. Methodology

The largest cost-driver for the fees in this division is the cost of the staff time required to administer each fee (salary cost). To quantify the salary cost for each fee, managers provided the job titles and average amount of time required for all tasks associated with each fee. Airport employees spend the majority of their time on enforcement activities, so managers provided the categories of activities in which staff members participate and the percentage of annual time spent on these activities. Using this information, PFM calculated the total annual cost of providing services under each activity provided by managers. It should be noted that a detailed log of employee activities is not maintained; therefore, the allocations used in this report should be considered estimations that reflect the best information available to managers regarding the activities of staff members.

Once the salary cost for each fee was determined, rates for fringe benefits, other costs (e.g. computers and paper), and internal indirect (i.e. administrative staff time) were applied to each fee. **Fringe benefits** are calculated by dividing the cost of group health insurance contributions, pensions, and Medicare contributions by the base salaries for the division. **Other costs** are calculated by dividing the budget line item costs of supplies, rentals, uniforms, etc by the salary cost of the division. In addition to division materials and supplies cost, a major cost center for non-personnel expenses is the cost of the division's fleet. The division currently operates a fleet of 16 vehicles for its enforcement officers and other employees. Each vehicle was acquired at an approximate cost of \$15,000. With an estimated useful life of 8 years, the annualized acquisition costs are \$1,875 or \$30,000 per year total. Acquisition costs, annual vehicle fuel and maintenance are all included in the other rate.

The **internal indirect** rate accounts for the cost of administrative staff members who assist in the daily operations of the organization. It is calculated by determining the percentage of their time that is not spent on direct fee-related activities. This percentage is multiplied by their annual salary and removed from the salary line item of the division's budget. The remaining cost of the

administrative staff time is then divided by the reduced division salary budget line item. Table 2-1 demonstrates the internal indirect calculation. Vacant positions were not included in this analysis.

Table 2-1 Internal Indirect Calculation

Position	Full Time Employees (FTEs)	Salary of All FTEs	Percent Not Allocated to Fee Activity	Internal Indirect Cost
Director	1	\$89,510	98.47%	\$88,137
DT Enforcement Supervisors	2	\$66,777	40.45%	\$27,012
Office Manager	1	\$41,083	47.08%	\$19,343
Police Officer Assistant	1	\$24,049	15.91%	\$3,826
Customer Service Representative	3	\$83,454	15.91%	\$13,276
Total Admin Salaries				\$151,593
2007 Salary Budget Line Item				\$568,223
2007 Salaries Without Admin				\$416,630
Internal Indirect Rate				36.4%

FY2006-07 actual budget data was used to calculate the rates. Table 2-2 contains the calculated rates used in this analysis.

Table 2-2 Calculated Rates for the Bureau of Taxicabs and Vehicles for Hire

Fringe	Other	Internal Indirect
44.8%	17.6%	36.4%

III. Labor Allocation and Personnel Costs

For every fee that is charged by the Bureau, the Division undertakes a number of activities that are completed by various personnel. To quantify the costs of administering these fees, all steps needed to administer a fee were identified as well as the personnel necessary to complete the tasks.

Labor Allocation. Table 3-1 contains the job title and the average number of minutes required to administer each fee based on information provided by Division managers. The information described below is based on average activity levels per position reflected. In some cases fees are administered by more than one position. For example, on average a CPNC Transfer requires 70 minutes of the Office Manager's time and 12.5 minutes of the Director's time.

Table 3-1 Labor Allocation – Average Minutes Per Fee Administered

Fee	Central Administration				Downtown Enforcement		Total Time Spent on Fee Title
	CS Rep., POA	CS Rep., POA, Office Mgr.	Director	Office Manager	Supervisor	Officer	
Company Permit		10	13	115		55	3 hours 12.5 min
Company Renewal		10	13	95		15	2 hours 12.5 min
CPNC Transfer	125			10	8		2 hours 15 min
CPNC Initial/ Renewal			13	70			1 hour 22.5 min
Initial Driver's Permit	8	75				8	1 hour 30 min
Driver's Renewal		75					1 hour 15 min
Duplicate License		20					20 min
Transfer of Driver	10	15			5	31	1 hour 1 min
Vehicle Semi-Annual Inspection	5				5	31	41 min
New Car Vehicle Inspection	10				25	31	1 hour 6 min
Vehicle Re-Inspection	5				5	31	41 min
Horse-Drawn Carriage Company Permit		10	10	120		13	2 hours 32.5 min
Horse-Drawn Carriage Inspection	5				5	50	1 hour
Horse-Drawn Carriage CPNC Initial/Renewal	125			10			2 hours 15 min
Lien Holder's Fee			10	30			40 min

*CS Rep = Customer Service Representative

*POA = Police Officer Assistant

There are several activities that are undertaken to administer many of the above fees. Those activities are especially important in comparing Atlanta's fees to other jurisdictions because these activities are often charged separately. Table 3-2 contains the activities within each fee and the average number of minutes required to administer the activities that are included. Included in the administrative category are activities such as checking documents, filing related paperwork, delivering paperwork to companies, and issuing permits.

Table 3-2 Labor Allocation – Average Minutes Per Fee Administered by Activity

Fee	Activity	Central Administration				Downtown Enforcement		Total Time Spent
		CS Rep., POA	CS Rep., POA, Office Mgr.	Director	Office Manager	Supervisor	Officer	
Company Permit	Background Check				5			3 hours 12.5 min
	Administrative			12.5	90			
	Document Check				10			
	Fingerprinting		10					
	INS Check				10			
	Markings Inspection						15	
	Site Visit with Average Travel						40	
Company Renewal	Background Check				5			2 hours 12.5 min
	Administrative			12.5	80			
	Fingerprinting		10					
	INS Check				10			
CPNC Transfer	Markings Inspection						15	2 hours 15 min
	Background Check	5						
	Administrative	85			10			
	Fingerprinting	10						
	INS Check	10						
CPNC Initial/Renewal	Markings Inspection	15						1 hour 22.5 min
	Background/Vehicle Verification Check				10			
	Administrative			12.5	50			
Initial Driver's Permit	INS Check				10			1 hour 30 min
	Background Check		5					
	Administrative		45					
	Fingerprinting		10					
	INS Check		10					
	Photos		5					
	Test	7.5					7.5	

(Table continued on next page)

**Table 3-2 Labor Allocation – Average Minutes Per Fee Administered by Activity
(continued)**

		Central Administration				Downtown Enforcement		Total Time Spent
Fee	Activity	CS Rep., POA	CS Rep., POA, Office Mgr.	Director	Office Manager	Supervisor	Officer	
Driver's Renewal	Background Check		5					1 hour 15 min
	Administrative		45					
	Fingerprinting		10					
	INS Check		10					
	Photos		5					
Duplicate License	Police Report		5					20 min
	Reprint License		15					
Transfer of Driver	Verify Documents/Permit Issue		15					1 hour 1 min
	Administrative	10				5	11	
	Inspection						20	
Vehicle Semi-Annual Inspection	Administrative	5				5	11	41 min
	Inspection						20	
New Car Vehicle Inspection	Administrative	10				5	11	1 hour 6 min
	Inspection						20	
	Insurance Issue					20		
Vehicle Re-Inspection	Administrative	5				5	11	41 min
	Inspection						20	
Horse-Drawn Carriage Company Permit	Background Check				5			2 hours 32.5 min
	Administrative			10	105			
	Fingerprinting		10					
	INS Check				10			
Horse-Drawn Carriage Inspection	Site Visit with Average Travel						12.5	1 hour
	Administrative	5				5		
	Inspection and Travel Time						50	
Horse-Drawn Carriage CPNC Initial/Renewal	Background Check	5						2 hours 15 min
	Administrative	85			10			
	Fingerprinting	10						
	INS Check	10						
	Markings Inspection	15						
Lien Holder's Fee	Administrative			10	30			40 min

Insurance Sticker Related Labor Allocation. Every month insurance stickers are issued to vehicles by the Vehicles for Hire division staff. The staff time required to monitor and issue insurance stickers for taxicabs is quite extensive. Taxicabs within the City of Atlanta require monthly insurance stickers and quarterly verifications. The cost of staff time associated with this activity will be suggested as a new fee. Although these activities take place monthly, PFM suggests that an annual fee is charged that covers 12 months of insurance issuances and monitoring for each vehicle. An annual fee will ease collection processes. Table 3-3 describes the details that are included in the insurance sticker issue activity. All activities within the table are performed by Enforcement Supervisors.

Table 3-3 Insurance Sticker Monitor and Issue Activities

Insurance Activity	Minutes	Annual Minutes Spent
Monthly Insurance Sticker- Print List	30	360
Monthly Insurance Sticker- Sort Stickers	420	5,040
Monthly Insurance Sticker- Distribute	30	360
Monthly Insurance Sticker- Posting	420	5,040
Quarterly Insurance Verification-Gather Info	15	60
Quarterly Insurance Verification-Verify Information	210	840
Quarterly Insurance Verification- Print List	30	120
Quarterly Insurance Verification- Sort	420	1,680
Total Annual Minutes		13,500
Average CPNC Fees Paid Annually		1,617
Average Annual Minutes Per Vehicle		8

Personnel Costs. To quantify direct personnel expenses reflected in the division's cost of service, one must consider the salary costs per minute of productive work performed by each position that takes part in a given activity. A detailed description of the methodology used to derive those per minute costs follows.

Salaries listed in the following table represent the actual 2007 salary of the job title, or the average salary if multiple positions may perform a given permitting or enforcement activity. To determine the salary cost for each job title, the annual salary amount was divided by 109,200 productive minutes per year. 109,200 productive minutes is calculated by multiplying 40 hours per week by 52 weeks per year (2,080), then subtracting 80 hours (or 10 days) for vacation, 80 hours (or 10 days) for holidays, 40 hours (or 5 days) for sick leave, and 60 hours (or 7.5 days) for various training/staff events. This produces 1,820 hours a year (or 109,200 minutes) where staff members are engaged in direct service. The information contained in table 3-4 was used to calculate the salary cost per fee for which managers indicated the average number of minutes per fee-related task.

Table 3-4 Personnel Costs by Job Title

Job Title	Annual Salary	Salary per Minute¹
CS Rep, Police Officer Assistant	\$26,876 ²	\$0.25
CS Rep, Police Officer Assistant, Office Manager	\$29,717 ³	\$0.27
Customer Service Representative	\$27,818	\$0.25
Director	\$89,510	\$0.82
Downtown Enforcement Officer	\$30,907	\$0.28
Enforcement Supervisor	\$33,388	\$0.31
Office Manager	\$41,083	\$0.38

IV. Cost Per Fee and Annual Cost Analysis for Fees with Average Minutes

By multiplying the salary costs per minute by the amount of time needed to perform each fee-related activity, the base salary costs per fee are determined. In addition to the base amount of salary cost, some fees require enforcement activity. For these fees, an additional amount of salary cost is added to the fee to cover cost of enforcement activity. Table 4-1 shows the employees and the percentage of their time that is spent on enforcement related activities.

Table 4-1 Enforcement Related Salary Cost Per Job Title

Position	Full Time Employees (FTEs)	Salary of All FTEs	Percent Not Allocated	Enforcement Cost
Downtown Enforcement Officers	4	\$123,629	59.30%	\$73,306
Downtown Enforcement Supervisors	2	\$66,777	40.45%	\$27,012
Sworn Officer	5	\$219,455	50.00%	\$109,728
Total				\$210,045

In the above table, 50% of five sworn officers are included in the calculation. The five sworn officers are currently funded by the Police Department; however, they are dedicated to the Vehicles for Hire division. It is estimated that 50% of their time is spent enforcing fee related activity that should not be subsidized by taxpayers.

Table 4-2 contains the fees that have an enforcement element, the average number of fees paid in the last two years, the annual enforcement cost, and the enforcement cost per fee.

¹ Salary per minute based on calculated productive work time of 1,820 hours per year.

² This salary represents an average of annual salaries for all positions listed

³ This salary represents an average of annual salaries for all positions listed.

Table 4-2 Enforcement Cost Per Fee

Enforcement Related Fees	Average Units	Percentage of Enforcement Related Fees	Annual Enforcement Salary Cost	Enforcement Salary Cost Per Fee
Company Permit	1	0.0%	\$54.37	\$54.37
Company Renewal	43	1.1%	\$2,338.06	\$54.37
CPNC Transfer	1,617	41.8%	\$87,894.90	\$54.37
CPNC Initial/Renewal	89	2.3%	\$4,839.25	\$54.37
Initial Driver's Permit	263	6.8%	\$14,273.07	\$54.37
Driver's Renewal	1,817	47.0%	\$98,796.80	\$54.37
Horse-Drawn Carriage Company Permit	4	0.1%	\$217.49	\$54.37
Horse-Drawn Carriage CPNC Initial/Renewal	31	0.8%	\$1,685.58	\$54.37
Total	3,863	100%	\$210,045.16	

The enforcement salary cost calculated in Table 4-2 is added to the base salary cost to determine the total salary cost per fee. Table 4-3 contains the total salary cost per fee.

Table 4-3 Total Salary Cost Per Fee

Fee	Base Salary Cost	Enforcement Salary Cost	Total Salary Cost
Company Permit	\$71.80	\$54.37	\$126.17
Company Renewal	\$52.95	\$57.37	\$110.32
CPNC Transfer	\$36.58	\$54.37	\$90.95
CPNC Initial/Renewal	\$34.53	\$54.37	\$88.90
Initial Driver's Permit	\$24.38	\$54.37	\$78.75
Driver's Renewal	\$20.41	\$54.37	\$74.78
Duplicate License	\$5.44	\$0.00	\$5.44
Transfer of Driver	\$16.85	\$0.00	\$16.85
Vehicle Semi-Annual Inspection	\$11.53	\$0.00	\$11.53
New Car Vehicle Inspection	\$18.88	\$0.00	\$18.88
Vehicle Re-Inspection	\$11.53	\$0.00	\$11.53
Insurance Sticker Monitor and Issue	\$2.55	\$0.00	\$2.55
Horse-Drawn Carriage Company Permit	\$59.60	\$54.37	\$113.97
Horse-Drawn Carriage Inspection	\$16.91	\$0.00	\$16.91
Horse-Drawn Carriage CPNC Initial/Renewal	\$34.53	\$54.37	\$88.90
Lien Holder's Fee	\$19.48	\$0.00	\$19.48

The total salary cost per fee is then multiplied by a rate (as discussed in the methodology section of this chapter) to determine the other components of cost. These components together with the allocated salary costs make up the total cost per fee issued. Table 4-4 contains the salary cost per fee title.

Table 4-4 Total Cost Per Fee Title

Fee	Costs Related to Fee Title				Total Cost
	Salary	Fringe	Other	Internal Indirect	
Company Permit	\$126.17	\$56.55	\$22.21	\$45.93	\$250.85
Company Renewal	\$110.32	\$49.45	\$19.42	\$40.16	\$219.34
CPNC Transfer	\$88.90	\$39.84	\$15.65	\$32.36	\$176.75
CPNC Initial/Renewal	\$90.95	\$40.76	\$16.01	\$33.11	\$180.83
Initial Driver's Permit	\$78.75	\$35.30	\$13.86	\$28.66	\$156.57
Driver's Renewal	\$74.78	\$33.52	\$13.16	\$27.22	\$148.68
Duplicate License	\$5.44	\$2.44	\$0.96	\$1.98	\$10.82
Transfer of Driver	\$16.85	\$7.55	\$2.97	\$6.13	\$33.50
Vehicle Semi-Annual Inspection	\$11.53	\$5.17	\$2.03	\$4.20	\$22.92
New Car Vehicle Inspection	\$18.88	\$8.46	\$3.32	\$6.87	\$37.54
Vehicle Re-Inspection	\$11.53	\$5.17	\$2.03	\$4.20	\$22.92
Insurance Sticker Monitor and Issue	\$2.55	\$1.14	\$0.45	\$0.96	\$5.11
Horse-Drawn Carriage Company Permit	\$113.97	\$51.08	\$20.06	\$41.49	\$226.60
Horse-Drawn Carriage Inspection	\$16.91	\$7.58	\$2.98	\$6.16	\$33.62
Horse-Drawn Carriage CPNC Initial/Renewal	\$88.90	\$39.84	\$15.65	\$32.36	\$176.75
Lien Holder's Fee	\$19.48	\$8.73	\$3.43	\$7.09	\$38.73

V. Cost Recovery Analysis

Table 5-1 compares the cost recovery for all fees analyzed in this report and the current fee amount. When the current fee level is compared to the cost of service, the VFH Division is charging from 7.5 to 100 percent below the actual cost of providing the services related to the activity shown. In turn, these deficits cost the City from between \$5 and \$200 in additional subsidies for providing its services per permit or action. In a few cases, such as vehicle re-inspection and insurance sticker monitor and issuance, the City is currently not charging a fee at all even though it is incurring a cost for providing the service.

Table 5-1 Cost Recovery Analysis

Fee	Current Fee Amount	Rounded Calculated Cost	Variance \$	Variance %
Company Permit	\$100.00	\$251.00	(\$151.00)	-60.1%
Company Renewal	\$50.00	\$219.00	(\$169.00)	-77.2%
CPNC Transfer	\$100.00	\$184.00	(\$84.00)	-45.6%
CPNC Initial/Renewal	\$100.00	\$181.00	(\$81.00)	-44.7%
Initial Driver's Permit	\$30.00	\$157.00	(\$127.00)	-80.8%
Driver's Renewal	\$20.00	\$149.00	(\$129.00)	-86.5%
Duplicate License	\$10.00	\$11.00	(\$1.00)	-7.5%
Transfer of Driver	\$15.00	\$34.00	(\$19.00)	-55.2%
Vehicle Semi-Annual Inspection	\$25.00	\$23.00	\$2.00	9.1%
New Car Vehicle Inspection	\$25.00	\$38.00	(\$13.00)	-33.4%
Vehicle Re-Inspection	\$0.00	\$23.00	(\$23.00)	-100.0%
Insurance Sticker Monitor and Issue	\$0.00	\$5.00	(\$5.00)	-100.0%
Horse-Drawn Carriage Company Permit	\$25.00	\$227.00	(\$202.00)	-89.0%
Horse-Drawn Carriage Inspection	\$25.00	\$34.00	(\$9.00)	-25.6%
Horse-Drawn Carriage CPNC Initial/Renewal	\$100.00	\$177.00	(\$77.00)	-43.4%
Lien Holder's Fee	\$25.00	\$39.00	(\$14.00)	-35.5%

In 2005 and 2006, the City charged fees for an average of 9,531 separate activities and permits, as shown in the table below. As shown, the City issued an average of 1,617 CPNC's, licensed over 2,000 new and renewed drivers, and performed approximately 5,611 initial and repeated inspections, among other activities. Given that each one of these tasks is subsidized currently, the City must increase the fees to better match the costs of service should the division wish to achieve substantially more cost recovery.

Table 5-2 Average Number of Fees Paid (2 years)

Fee	Total Cost Per Fee	Fees Paid in FY05	Fees Paid in FY06	Average Fees Paid in FY05 and FY06
Company Permit	\$250.08	0	0	0.0
Company Renewal	\$212.66	57	29	43.0
CPNC Transfer	\$183.17	77	101	89.0
CPNC Initial/Renewal	\$180.16	1,529	1,704	1,616.5
Initial Driver's Permit	\$155.93	282	243	262.5
Driver's Renewal	\$148.05	1,880	1,754	1,817.0
Duplicate License	\$10.80	31	20	25.5
Transfer of Driver	\$8.10	0	0	0.0
Vehicle Semi-Annual Inspection	\$22.89	NA	3,402	3,402.0
New Car Vehicle Inspection	\$37.48	NA	NA	NA
Vehicle Re-Inspection	\$22.89	NA	2,209	2,209.0
Insurance Sticker Monitor and Issue	\$5.11	-	-	1616.5
Horse-Drawn Carriage Company Permit	\$225.86	4	4	4.0
Horse-Drawn Carriage Inspection	\$33.57	31	31	31.0
Horse-Drawn Carriage CPNC Initial/Renewal	\$176.09	31	31	31.0
Lien Holder's Fee	\$38.68	0	1	0.5
Total		3,922	9,529	11,147.5

In the above table, "NA" refers to data that is not available. If there is an "NA" for one year then the number of fees known was used as the average number. Since there is no current fee for insurance sticker monitoring and issuing, the average number of fees paid in the column is the average number of CPNC Initial/Renewal fees paid.

The expected revenue at 100% cost recovery per fee is calculated by multiplying the total cost per fee by the number of fees paid each year (units). Some fees will not be able to charge the total cost per fee due to market conditions (i.e. all comparable jurisdictions surveyed charge lower fees than the calculated cost). A separate table in the conclusion of this report compares the expected annual revenue at proposed fee amounts.

Table 5-3 Expected Revenue at 100% Cost Recovery

Fee	Total Cost Per Fee	Average Fees Paid in FY05 and FY06	Expected Revenue at 100% Cost Recovery
Company Permit	\$250.08	0.0	\$0
Company Renewal	\$212.66	43.0	\$9,144
CPNC Transfer	\$183.17	89.0	\$16,302
CPNC Initial/Renewal	\$180.16	1,616.5	\$291,221
Initial Driver's Permit	\$155.93	262.5	\$40,932
Driver's Renewal	\$148.05	1,817.0	\$269,009
Duplicate License	\$10.80	25.5	\$275
Transfer of Driver	\$8.10	0.0	\$0
Vehicle Semi-Annual Inspection	\$22.89	3,402.0	\$77,877
New Car Vehicle Inspection	\$37.48	NA	-
Vehicle Re-Inspection	\$22.89	2,209.0	\$50,568
Insurance Sticker Monitor and Issue	\$5.10	1,616.5	\$8,244
Horse-Drawn Carriage Company Permit	\$225.86	4.0	\$903
Horse-Drawn Carriage Inspection	\$33.57	31.0	\$1,041
Horse-Drawn Carriage CPNC Initial/Renewal	\$176.09	31.0	\$5,459
Lien Holder's Fee	\$38.68	0.5	\$19
Total		11,147.5	\$770,996

Multiplying the current fee level by the average number of fees paid over the last two years produces a revenue amount of \$306,000. Should the City choose to increase fees to better recover the costs of service, the City should expect a substantial increase in the revenue generated through fee issuance. Should the City adopt fees approximate to the cost of service found herein, the City would increase its revenue collection by \$465,000 or 151.8 percent, recovering 97.8 percent of the General Funded budget. The total General Fund budget for the division is \$787,891.

VI. Outsourcing Vehicle Inspections

The Bureau is currently considering using private licensed mechanics to perform vehicle inspections. If the Bureau decides to do this, the time spent by Enforcement Officers on inspection activity can shift to enforcement activities. While the actual inspection will be replaced by private companies, staff members will still be required to complete administrative duties related to inspections. This includes processing paperwork, updating the database, and filing.

Alternative Fee Schedule. Table 6-1 shows the new labor allocation for inspections fees if the actual vehicle inspection is performed by private mechanics.

Table 6-1 Labor Allocation of Inspections if Outsourced

Fee	Activity	Central Administration				Downtown Enforcement		Total Time Spent
		CS Rep., POA	CS Rep., POA, Office Mgr.	Director	Office Manager	Supervisor	Officer	
Transfer of Driver	Verify Documents/Permit Issue		15					41 min
	Administrative	10				5	11	
Vehicle Semi-Annual Inspection	Administrative	5				5	11	21 min
New Car Vehicle Inspection	Administrative	10				5	11	46 min
	First Insurance Sticker Issue					20		
Vehicle Re-Inspection	Administrative	5				5	11	21 min

If inspections are completed by private companies, the cost of all fee activities would be affected due to an increased amount of enforcement time available to enforcement officers. The overall effect on fees is that inspection fee amounts go down while other fees go up (due to increased enforcement time on fees with enforcement elements). Table 6-2 contains the percentage of time enforcement related employees would now have to conduct enforcement if they were not performing inspections. Table 6-3 contains the new enforcement fee if inspections are outsourced.

Table 6-2 Enforcement Salary Cost by Job Title w/Outsourced Inspections

Position	Full Time Employees (FTEs)	Salary of All FTEs	Percent Not Allocated to Fee Activity	Enforcement Cost
Downtown Enforcement Officers	4	\$123,629	85.11%	\$105,221
Downtown Enforcement Supervisors	2	\$66,777	40.45%	\$27,012
Sworn Officer	5	\$219,455	50.00%	\$109,728
Total				\$241,960

Table 6-3 Alternative Enforcement Salary Costs w/Outsourced Inspections

Enforcement Related Fees	Average Units	Percentage of Enforcement Related Fees	Annual Enforcement Salary Cost	Enforcement Salary Cost Per Fee
Company Permit	1	0.0%	\$62.64	\$62.64
Company Renewal	43	1.1%	\$2,693.31	\$62.64
CPNC Initial/Renewal	1,617	41.8%	\$101,249.77	\$62.64
CPNC Transfer	89	2.3%	\$5,574.53	\$62.64
Initial Driver's Permit	263	6.8%	\$16,441.74	\$62.64
Driver's Renewal	1,817	47.0%	\$113,808.13	\$62.64
Horse-Drawn Carriage Company Permit	4	0.1%	\$250.54	\$62.64
Horse-Drawn Carriage CPNC Initial/Renewal	31	0.8%	\$1,941.69	\$62.64
Total	3,863	100%	\$241,960	

Just as the enforcement salary costs were added to the salary cost for fees which have an enforcement element, the new amount of \$62.64 was added to the previously calculated salary amounts of the appropriate fees. Table 6-4 contains all fees and their related costs. The salary column contains a reduced salary amount for inspection time and an increased salary amount for enforcement activity.

Table 6-4 Alternative Fee Schedule if Inspections are Outsourced

Fee	Costs Related to Fee Title				Total Cost Per Fee
	Total Salary	Fringe	Other	Internal	
Company Permit	\$134.44	\$60.26	\$23.66	\$50.55	\$268.91
Company Renewal	\$115.59	\$51.81	\$20.34	\$43.46	\$231.20
CPNC Initial/Renewal	\$97.17	\$43.55	\$17.10	\$36.54	\$194.36
CPNC Transfer	\$99.22	\$44.47	\$17.46	\$37.31	\$198.46
Initial Driver's Permit	\$87.02	\$39.00	\$15.32	\$32.72	\$174.06
Driver's Renewal	\$83.05	\$37.22	\$14.62	\$31.23	\$166.12
Duplicate License	\$5.44	\$2.44	\$0.96	\$2.05	\$10.88
Transfer of Driver	\$11.25	\$5.04	\$1.98	\$4.23	\$22.50
Vehicle Semi-Annual Inspection	\$5.93	\$2.66	\$1.04	\$2.23	\$11.86
New Car Vehicle Inspection	\$13.28	\$5.95	\$2.34	\$4.99	\$26.56
Vehicle Re-Inspection	\$5.93	\$2.66	\$1.04	\$2.23	\$11.86
Insurance Sticker Monitor and Issue	\$2.48	\$1.11	\$0.44	\$0.93	\$4.96
Horse-Drawn Carriage Company Permit	\$122.24	\$54.79	\$21.51	\$45.96	\$244.50
Horse-Drawn Carriage Inspection	\$16.91	\$7.58	\$2.98	\$6.36	\$33.82
Horse-Drawn Carriage CPNC Initial/Renewal	\$97.17	\$43.55	\$17.10	\$36.54	\$194.36
Lien Holder's Fee	\$19.48	\$8.73	\$3.43	\$7.32	\$38.96

Table 6-5 on the next page contains the proposed new fee amount *if inspections are outsourced*.

Table 6-5 Alternative Fee Schedule: Proposed New Fees

Fee	Calculated Cost	Rounded Amount	Highest Comparable Fee	Lowest Comparable Fee	Average Comparable Fee	Proposed Fee Amount
Company Permit	\$268.91	\$270.00	\$900.00	\$25.00	\$273.00	\$270.00
Company Renewal	\$231.20	\$230.00	\$900.00	\$25.00	\$175.00	\$230.00
CPNC Initial/Renewal	\$194.36	\$195.00	\$625.00	\$6.44	\$214.00	\$195.00
CPNC Transfer	\$198.46	\$200.00	\$625.00	\$6.44	\$214.00	\$200.00
Initial Driver's Permit	\$174.06	\$175.00	\$75.00	\$10.00	\$34.41	\$75.00
Driver's Renewal	\$166.12	\$165.00	\$75.00	\$8.00	\$33.00	\$75.00
Duplicate License	\$10.88	\$11.00	\$26.00	\$3.00	\$11.25	\$11.00
Transfer of Driver	\$22.50	\$23.00	-	-	-	\$23.00
Vehicle Semi-Annual Inspection	\$11.86	\$12.00	\$50.00	\$30.00	\$40.00	\$25.00
New Car Vehicle Inspection	\$26.56	\$27.00	-	-	-	\$27.00
Vehicle Re-Inspection	\$11.86	\$12.00	\$60.00	\$1.00	\$31.00	\$12.00
Insurance Sticker Monitor and Issue	\$4.96	\$5.00	-	-	-	\$5.00
Horse-Drawn Carriage Company Permit	\$244.50	\$245.00	\$300.00	\$20.00	\$132.00	\$175.00
Horse-Drawn Carriage Inspection	\$33.82	\$34.00	\$50.00	\$25.00	\$37.50	\$34.00
Horse-Drawn Carriage CPNC Initial/Renewal	\$194.36	\$195.00	\$500.00	\$25.00	\$153.75	\$150.00
Lien Holder's Fee	\$38.96	\$39.00	-	-	-	\$39.00

VII. Drivers Annual Safety Course and Ambassador Training

Currently the City of Atlanta authorizes six private companies to administer the annual driver's safety course and the Ambassador Training class for new taxicab drivers. The City is considering offering these courses in-house. If these courses were offered by the Bureau, an additional staff member would be needed to conduct the trainings, prepare for classes, and carry out the overall administration of the courses. Table 7-1 describes the number of hours required to administer all tasks related to each course. A Human Resources Training Specialist (Grade 18) would be responsible for administering each task in the below table. For 2007, the average salary for this position is \$47,308. Using 1,820 annual productive work hours, the hourly wage for this employee is \$26.

Table 7-1 Labor Allocation for Safety Courses

Course	Task	Hours Required for Task
Ambassador Training Class	General Administration of Course	1
	Class	24
	Preparation	3
Annual Training Class	General Administration of Course	1
	Class	8
	Preparation	3

Using the information in the above table, the total number of hours for each type of class was multiplied by the previously determined hourly wage of the responsible staff member to produce a salary cost per class type. The salary cost was then multiplied by the applicable rates for the department (as calculated in the previous section) to produce the total cost per class. The results of this analysis are in table 7-2.

Table 7-2 Total Cost Per Safety Course

Course	Costs Related to Fee Title				Total Cost
	Salary	Fringe	Other	Internal Indirect	
Ambassador Training Class	\$727.81	\$326.21	\$218.34	\$72.78	\$1,345.14
Annual Training Class	\$311.92	\$139.80	\$93.58	\$31.19	\$576.49

The total cost in the above table represents the total cost per class offered. Currently the City has space for 16 participants per class. To determine the total fee to be charged to class participants, the total cost per class is divided by 16. The table on the next page (Table 7-3) contains the analysis used to determine the total fee that should be assessed to class takers.

Table 7-3 Recommended Fees for Safety Course

Course	Total Cost Per Class	Max Participants Per Class	Fee⁴
Ambassador Training Class	\$1,345.14	16	\$84.00
Annual Training Class	\$576.49	16	\$36.00

The Bureau tracks the number of individuals who participate in each class type on an annual basis. Based on the number of attendees in 2006, the most recent year for which data is available, the City would need to schedule at least 7 Ambassador Training and 108 Annual Training courses per year.

⁴ The proposed fee has been rounded to the nearest whole dollar for ease of collection.

Table 7-4 Annual Classes Needed to Fulfill Need

Course	2006 Class Takers	Max Participants Per Class	Classes Needed per Year
Ambassador Training Class	107	16	7
Annual Training Class	1,734	16	108

VIII. Annual Cost Analysis for Percentage Allocated Airport Staff

As stated in the methodology, airport staff are funded through the Airport Revenue Fund. The analysis in this section examines the cost of providing services by the airport staff. Fees are not suggested to recover the costs of this division because these activities are not supported by the General Fund of the City of Atlanta.

Table 8-1 contains the labor allocation for airport employees. There are a total of 6 Airport Enforcement Officers (3 positions currently vacant), and 3 Airport Supervisors. The information in this table is multiplied by the annual salary of the job title to produce an annual cost per component (or activity). Activities of airport staff members center mostly on enforcement and enforcement-related administration.

Table 8-1 Labor Allocation for Percentage-Allocated Airport Staff

Component	Salary	Airport Enforcement Officer \$29,232	Airport Supervisor \$42,580
Appear at Court Hearings		2.34%	2.40%
Citations and Police Reports		20.00%	20.00%
Complaints		10.00%	
Deliver Paperwork to Office		2.34%	
Deliver Paperwork to Office and Data Entry			2.39%
Hearing Panel		0.63%	0.63%
Limos/Sedans Documentation Inspection		2.34%	2.39%
Monitoring for Non-City Taxis		2.35%	2.39%
OPS Complaints			15.00%
Performance Evaluations			2.40%
Personnel Issues			2.40%
Random Inspections/ Patrol		60.00%	50.00%
Total		100.00%	100.00%

Table 8-2 contains the annual cost for each component that was allocated based on the percentage of annual staff time spent.

Table 8-2 Annual Cost Analysis – Percentage Allocated Airport Staff

Component	Costs Related to Fee Title				Total Cost
	Salary	Fringe	Other	Internal Indirect	
Appear at Court Hearings	\$7,170	\$3,214	\$1,262	\$2,610	\$14,255
Citations and Police Reports	\$60,626	\$27,173	\$10,670	\$22,068	\$120,537
Complaints	\$17,539	\$7,861	\$3,087	\$6,384	\$34,871
Deliver Paperwork to Office	\$4,104	\$1,839	\$722	\$1,494	\$8,160
Deliver Paperwork to Office and Data Entry	\$3,053	\$1,368	\$537	\$1,111	\$6,070
Hearing Panel	\$1,910	\$856	\$336	\$695	\$3,797
Limos/Sedans Documentation Inspection	\$7,157	\$3,208	\$1,260	\$2,605	\$14,230
Monitoring for Non-City Taxis	\$7,175	\$3,216	\$1,263	\$2,612	\$14,265
OPS Complaints	\$19,161	\$8,588	\$3,372	\$6,975	\$38,096
Performance Evaluations	\$3,066	\$1,374	\$540	\$1,116	\$6,095
Personnel Issues	\$3,066	\$1,374	\$540	\$1,116	\$6,095
Random Inspections/ Patrol	\$169,105	\$75,793	\$29,762	\$61,554	\$336,214
Total					\$602,686

IX. Conclusion

It is advised that the City of Atlanta increase fees related to vehicles for hire services. The City of Atlanta's Bureau of Taxicabs and Vehicles for Hire is only recovering 47.3 percent of vehicles for hire fee related costs. For example, while the City spends \$251.00 in resources to issue a company permit, the fee related to that service is only \$100, creating a 60.2 percent per incident subsidy. Further, the City provides several services without charge. Atlanta charges no fee for failed taxicab re-inspection at a cost to the City of \$23 per incident. In total, the Bureau is subsidizing 54.1 percent of fee related costs, which translates to 51.8 percent of the Bureau's overall budget.

It should be noted that labor related analysis is subject to variability in individual per service time expenditures. As labor is the greatest cost driver in vehicles for hire service provision, any fees set should be evaluated for labor cost adjustments both due to individual productivity and due to varying labor costs.

Proposed New Fees

Based on the analysis contained in this report, PFM is recommending fee amounts based on the following algorithm:

- Fees are recommended at full cost recovery. For ease of collection, fee amounts less than 100 dollars are rounded to the nearest dollar. For fees greater than 100 dollars, fees are rounded to the five dollars.
- If comparable jurisdictions' fees for an equivalent service were significantly lower than the cost recovery, then a reasonable value was selected within the comparable range.
- Adjustments were not made to fees that are set by the state under statutory regulations or if the fee is currently charged at a higher level than the calculated cost recovery.

Proposed Fee Amount

Fee	Current Fee Amount	Total Calculated Cost	Rounded Fee Amount	Highest Comparable Fee	Lowest Comparable Fee	Average Comparable Fee	Proposed New Fee
Company Permit	\$100.00	\$250.85	\$250.00	\$900.00	\$25.00	\$273.00	\$250.00
Company Renewal	\$50.00	\$219.34	\$220.00	\$900.00	\$25.00	\$175.00	\$220.00
CPNC Transfer	\$100.00	\$183.85	\$184.00	\$625.00	\$6.44	\$214.00	\$185.00
CPNC Initial/Renewal	\$100.00	\$180.83	\$181.00	\$625.00	\$6.44	\$214.00	\$180.00
Initial Driver's Permit	\$30.00	\$156.57	\$155.00	\$75.00	\$10.00	\$34.41	\$75.00
Driver's Renewal	\$20.00	\$148.68	\$150.00	\$75.00	\$8.00	\$33.00	\$75.00
Duplicate License	\$10.00	\$10.82	\$11.00	\$26.00	\$3.00	\$11.25	\$11.00
Transfer of Driver	\$15.00	\$33.50	\$34.00	-	-	-	\$34.00
Vehicle Semi-Annual Inspection	\$25.00	\$22.92	\$23.00	\$50.00	\$30.00	\$40.00	\$25.00
New Car Vehicle Inspection	\$25.00	\$37.54	\$38.00	-	-	-	\$38.00
Vehicle Re-Inspection	\$0.00	\$22.92	\$23.00	\$60.00	\$1.00	\$31.00	\$23.00
Insurance Sticker Monitor and Issue	\$0.00	\$4.93	\$5.00	-	-	-	\$5.00
Horse-Drawn Carriage Company Permit	\$25.00	\$226.60	\$225.00	\$300.00	\$20.00	\$132.00	\$150.00
Horse-Drawn Carriage Inspection	\$25.00	\$33.62	\$34.00	\$50.00	\$25.00	\$37.50	\$34.00
Horse-Drawn Carriage CPNC Initial/Renewal	\$100.00	\$176.75	\$175.00	\$500.00	\$25.00	\$153.75	\$150.00
Lien Holder's Fee	\$25.00	\$38.73	\$39.00	-	-	-	\$39.00

The following table contains the recommended fee amounts for the driver's safety courses, if the City chooses to begin offering them in-house. Fee amounts do not include any specific course materials that may be needed.

Safety Courses Proposed Fees

Fee	Current Fee Amount	Total Calculated Cost	Rounded Fee Amount	Highest Comparable Fee	Lowest Comparable Fee	Average Comparable Fee	Proposed New Fee
Ambassador Training Class	-	\$84.00	\$84.00	\$240.00	\$12.00	\$104.25	\$84.00
Annual Training Class	-	\$36.00	\$36.00	-	-	-	\$36.00

Expected Revenue at Proposed Fee Amount

Fee	Proposed New Fee	Average Fees Paid in Last 2 Years	Expected Revenue at Proposed Fee Amount
Company Permit	\$250.00	0.0	\$0.00
Company Renewal	\$220.00	43.0	\$9,460.00
CPNC Transfer	\$185.00	89.0	\$16,465.00
CPNC Initial/Renewal	\$180.00	1,616.5	\$290,970.00
Initial Driver's Permit	\$75.00	262.5	\$19,687.50
Driver's Renewal	\$75.00	1,817.0	\$136,275.00
Duplicate License	\$11.00	25.5	\$280.50
Transfer of Driver	\$34.00	0.0	\$0.00
Vehicle Semi-Annual Inspection	\$25.00	3,402.0	\$85,050.00
New Car Vehicle Inspection	\$38.00	NA	-
Vehicle Re-Inspection	\$23.00	2,209.0	\$50,807.00
Insurance Sticker Monitor and Issue	\$5.00	1,616.5	\$8,082.50
Horse-Drawn Carriage Company Permit	\$150.00	4.0	\$600.00
Horse-Drawn Carriage Inspection	\$34.00	31.0	\$1,054.00
Horse-Drawn Carriage CPNC Initial/Renewal	\$150.00	31.0	\$4,650.00
Lien Holder's Fee	\$39.00	0.5	\$19.50
Total			\$623,401

Comparability Analysis

I. Introduction

In addition to calculating cost of service for the City of Atlanta's vehicles for hire, Public Financial Management surveyed the fees of 26 jurisdictions with comparable size and market. The survey is attached as an appendix and results of the survey appear in this chapter. The jurisdictions included in this analysis were selected by City of Atlanta.

ATLANTA COMPARABLES

City	State	Population 2006 Estimate	Population 2000
Atlanta	Georgia	486,411	416,474
Austin	Texas	709,893	656,562
Birmingham	Alabama	229,424	242,820
Charleston	South Carolina	107,845	96,650
Charlotte	North Carolina	630,478	540,828
Chicago	Illinois	2,833,321	2,896,016
Dallas	Texas	1,232,940	1,188,580
Indianapolis	Indiana	785,597	781,870
Jacksonville	Florida	794,555	735,617
Los Angeles	California	3,849,378	3,694,820
Louisville	Kentucky	554,496	551,284
Memphis	Tennessee	670,902	650,100
Miami	Florida	404,048	362,470
Nashville	Tennessee	552,120	545,524
New Orleans	Louisiana	223,388	484,674
New York	New York	8,214,426	8,008,278
Orlando	Florida	220,186	185,951
Sacramento	California	453,781	407,018
Seattle	Washington	582,454	563,374
St. Louis	Missouri	347,181	348,189
Tampa	Florida	332,888	303,447

Source: US Census Bureau, 2006 Population Estimates, 2000 Population

Though considerably smaller in size and market than the city of Atlanta, several cities within the state of Georgia were surveyed and to gain greater insight into regional vehicles for hire practices.

GEORGIA COMPARABLES

City	Population 2006 Estimate	Population 2000
Atlanta	486,411	416,474
Augusta	189,366	195,182
Columbus	188,660	186,291
Macon	93,665	97,255
Savannah	127,889	131,510

Source: US Census Bureau, 2006 Population Estimates, 2000 Population

Taxicab Permitting

I. Franchise System

Taxicab companies operating under a franchise system are subject to the guidance of an appointed municipal agency or board. Taxicab franchises are required to meet standards and regulations set forth by the governing municipality. Cities with franchise systems generally have significant barriers that make it very difficult for a new company to enter into the industry. This allows the municipality to charge a large fee to franchised operators.

Of the comparables used in this study, Austin and Los Angeles are the only cities to use a taxicab franchise system. As Los Angeles and Austin do not charge fees for a number of specific regulations, it should be noted that a number of the survey questions were not applicable to these cities.

In 1999 Los Angeles established the Board of Taxicab Commissioners. The Board consists of five members who are each appointed to five year terms. The Taxicab Board controls the issuance of taxicab permits, sets franchise fees, zoning restrictions and cab fares. In 2000, Los Angeles received \$90 million in franchise fees.⁵

A franchise system has been in place in the City of Austin for more than 30 years. Franchises are regulated by the City Clerk and the City's Urban Transportation Commission (UTC). In its last fiscal year the Austin's franchise system brought in \$225,000 in revenue.

II. Taxicab Company Regulation

Company Permitting

Surveyed cities were asked questions regarding the following fees:

***Company Permit:** refers to the fee charged to companies which provide taxicab services within a jurisdiction.*

***Permit Application:** refers to the fee applied in jurisdictions for the processing of a company permit application (separate from the company permit fee).*

***Business License:** refers to the fee charged to companies for the issuance of a business license. The business license is often a general permitting practices within a jurisdiction and is not always specific to the taxicab industry.*

⁵ http://findarticles.com/p/articles/mi_m5072/is_40_22/ai_66308013

Company Driver Transfer: refers to the fee applied to companies in certain jurisdictions for the transfer of a driver from one to another company.

Change of Owner: refers to the fee applied when the ownership of a company is sold or transferred to another company or individual.

TAXICAB COMPANY PERMITS FEES

Jurisdiction	Company Permit	Permit Application (Separate from permit fee)	Permit Renewal	Business License	Company Driver Transfer	Change of Owner
Atlanta, GA	\$ 100.00	N/A	\$ 50.00	TBD	\$ 15.00	\$100.00
Birmingham, AL	\$ 25.00	\$100.00	\$ 25.00	\$ 30.00	\$ 10.00	N/A
Charleston, SC	\$5.00*	N/A	N/A	N/A**	N/A	N/A
Chicago, IL	\$ 100.00	N/A	\$ 100.00	N/A***	N/A	N/A
Dallas, TX	\$ 250.00	\$150.00	N/A	N/A	N/A	\$150.00
Indianapolis, IN	\$ 100.00	N/A	\$ 100.00	N/A	N/A	N/A
Jacksonville, FL	\$100.00*	\$ 50.00	\$100.00*	N/A	N/A	\$100.00
Louisville, KY	\$ 100.00	N/A	\$ 100.00	N/A	\$ 30.00	\$100.00
Memphis, TN	\$ 125.00	\$200.00	\$ 125.00	N/A	\$ 15.00	N/A
Miami, FL	\$ 100.00	N/A	\$ 100.00	N/A	No Fee	\$100.00
Nashville, TN	\$ 900.00	N/A	\$ 75.00*	\$ 40.00	No Fee	\$500.00
New Orleans, LA	N/A**	N/A	TBD	TBD	\$ 20.00	\$350.00
New York, NY	\$ 500.00	N/A	TBD	TBD	TBD	TBD
Orlando, FL	\$ 300.00	N/A	\$ 200.00	N/A	N/A	N/A
Sacramento, CA	\$ 150.00	N/A	\$ 150.00	\$ 30.00	\$100.00	\$ 30.00
Seattle, WA	\$ 900.00	N/A	\$ 900.00	\$ 90.00	\$ 20.00	N/A
Average	\$ 273.08	\$125.00	\$ 175.00	\$ 47.50	\$ 30.00	\$178.75
Difference	\$(173.08)	N/A	\$(125.00)	N/A	\$(15.00)	\$(78.75)

*Charged per taxi; excluded from average and difference calculations.

**Varied; based on revenues earned.

***Varied; based on size and type of business.

The majority of cities which regulate taxicabs issue company permits to taxicab companies. Nashville and Seattle charge the highest fee at \$900 each. Additionally, Nashville charges companies \$180 per vehicle for a vehicle permit. Charleston and Jacksonville also charge companies a fee per vehicle. Atlanta's fee for a company permit of \$100 is \$173.08 or 63 percent below the average fee of \$273.08. In Orlando, in addition to the \$300 company permit fee, the city charges companies \$200 per cab.

Most cities, including Atlanta, do not charge a company permit application fee which is separate from the company fee. This fee is only required by Jacksonville, Birmingham, Memphis and

Dallas. These jurisdictions charge between \$50 and \$200 to taxicab companies for the administration of their permit applications.

Fees charged for the renewal of a company permit range from \$25 to \$900 and average \$175. Atlanta falls \$125.50 or 71 percent below the average with its current renewal rate of \$50. Jacksonville and Nashville charge companies \$100 and \$75 per vehicle respectively. In Nashville if an existent and licensed taxicab company wishes to increase its fleet, the city charges a \$700 fee for an application hearing whether or not any new permits are granted.

Fees charged by jurisdictions for the issuance of a business license range from \$30 to \$90 and average \$47.50. It should be noted that Austin and Los Angeles, which operate taxicab franchise systems, require business fees for taxicab companies which do not directly fall under this category.

For the transfer of drivers to another company, Atlanta's fee of \$15 falls 50 percent below the average fee of \$30. Cities charge between \$10 and \$100 for this service.

Several cities charge a fee for the transfer of taxicab company ownership. Atlanta's fee of \$100 falls \$78.75 or 44 percent below the average charge of \$178.75. Fees for this service range from \$30 charged by Sacramento to \$500 charged by Nashville.

GEORGIA COMPANY PERMITS

Jurisdiction	Company Permit	Permit Application (Separate from permit fee)	Permit Renewal	Business License	Company Driver Transfer	Change of Owner
Atlanta, GA	\$ 100.00	N/A	\$ 50.00	TBD	\$ 15.00	\$100.00
Augusta, GA	\$ 28.00	N/A	N/A	\$ 81.00*	N/A	N/A
Columbus, GA	N/A	N/A	N/A	\$ 50.00	N/A	N/A
Macon, GA	N/A	N/A	N/A	\$100.00**	N/A	N/A
Savannah, GA	\$ 75.00	N/A	\$ 75.00	N/A	N/A	N/A
Average	\$ 67.67	N/A	\$ 62.50	N/A	\$ 15.00	\$100.00
Difference	\$ 32.33	N/A	\$ (12.50)	N/A	\$ -	\$ -

*Average, based on gross revenues

** Charged per vehicle

Atlanta, Augusta and Savannah all charge company permit fees. Atlanta's fee of \$100 is 48 percent higher than the group's average of \$67.67. None of the Georgia cities, including Atlanta, charge a permit application fee which is separate from the company permit fee. Only Atlanta and Savannah charge a company permit renewal fee of \$50 and \$75 respectively. For company business licenses, Augusta charges \$80 as an administrative fee and \$0.20 per \$1000 gross income to companies. The city listed \$81 as the average business license fee. In Macon, the business license fee of \$100 per vehicle is the only fee charged for taxicab company permitting. Of the four Georgia cities surveyed, only Atlanta charges fees for the transfer of a driver to another company and the change of ownership.

Medallion Fees

Surveyed cities were asked questions regarding the following fees:

Medallion/ CPNC Decal: refers to the fee charged for the issuance of an official taxicab decal.

Medallion/ Decal Replacement: refers to the fee charged for the replacement of a taxicab medallion or decal.

CPNC/ MEDALLION DECAL FEES

Jurisdiction	Medallion/ CPNC Decal	Medallion/ Decal Replacement
Atlanta, GA	\$ 100.00	\$100.00
Birmingham, AL	\$ 25.00	\$ 25.00
Charleston, SC	\$ 6.44	\$ 6.44
Chicago, IL	\$ 500.00	\$ 25.00
Dallas, TX	N/A*	\$ 20.83
Indianapolis, IN	N/A*	N/A
Jacksonville, FL	\$ 100.00	N/A
Louisville, KY	N/A**	N/A
Memphis, TN	N/A*	N/A
Miami, FL	\$ 625.00	\$ 35.00
Nashville, TN	\$ 180.00	N/A
New Orleans, LA	\$ 100.00	TBD
New York, NY	TBD	\$ 10.00
Orlando, FL	\$ 200.00	\$ 25.00
Sacramento, CA	TBD	\$ 5.00
Seattle, WA	\$ 300.00	\$300.00
Average	\$ 213.64	\$ 55.23
Difference	\$(113.64)	\$ 44.77

*Included in company permit fee

**Included in vehicle inspection costs

For several cities, decal fees are included in the cost of another service. For Memphis, Macon and Indianapolis the cost of decals are covered in company permit fees. In Louisville, the decal cost is included in the vehicle inspection fee.

CPNC decal fees range from \$6.44 charged by Charleston to \$625 charged by Miami. Atlanta's current charge of \$100 is \$113.64 or 53 percent less than the average fee of \$213.64. Atlanta's

charge of \$100 for decal replacement is \$44.77 or 81 percent higher than the average charge of \$55.23.

GEORGIA CPNC/ MEDALLION FEES

Jurisdiction	Medallion	Medallion/ Decal Replacement
Atlanta, GA	\$ 100.00	\$100.00
Augusta, GA	\$ 28.00	\$ 28.00
Columbus, GA	N/A	N/A
Macon, GA	N/A*	N/A
Savannah, GA	TBD	\$ 5.00

* Included in business license

Of the four Georgia cities included in this study, Atlanta and Augusta are the only which charge a fee for issuance of a CPNC decal. The replacement fee charge for the city of Atlanta is \$100 while the replacement charge for Savannah is \$5. In Columbus, decals are issued without any fee. Taxicabs in Columbus are required to have their vehicles inspected privately and upon police validation of the inspection, decals are issued.

Company ADA Compliance

Surveyed cities were asked questions regarding the following:

ADA Compliance: refers to taxicabs which are accessible to disable people to the standards of the federal Americans with Disability Act.

ADA COMPLIANCE INCENTIVE PROGRAMS⁶

Jurisdiction	Description
Miami, FL	Reduction in Medallion cost from \$25,000 to \$15,000
Orlando, FL	Exemption from all taxi related fees, except a \$10 license fee
Nashville, TN	Inspection age period increased from 5 to 8 years
	Vehicle permit fees are waived for ADA compliant cars
Louisville, KY	Increase of ADA compliant cars for increased passenger rates
Seattle, WA	Annual License fee waived

⁶ Jurisdictional ADA compliance was not in the original survey and asked to respondent cities as a follow-up question.

Miami, Orlando, Nashville, Louisville and Seattle have all created programs to encourage ADA compliance amongst taxicabs. They each offer financial incentives to cab companies and/or drivers for ADA accessible taxicabs. ADA compliant companies in Nashville, Orlando and Seattle are offered either a reduction or a waiver in fees charged for licensing. Nashville also decreases the frequency of inspections for ADA compliant vehicles from five to eight years. In Miami ADA compliant taxis are offered a significant discount in their medallion fees.

Another approach used by cities to become ADA compliant is to build ADA requirements into the negotiation process. The city of Sacramento mandates that companies operating within a city keep four percent of their fleet ADA compliant.

Other Related Fees

OTHER COMPANY RELATED FEES

Jurisdiction	Fee	Description
Columbus, GA	N/A	\$2.52 tax per thousand dollars earned
Indianapolis, IN	\$10.00	Fingerprint owners
Seattle, WA	\$ 30.00	Fingerprint owners

Columbus applies a tax to companies of \$2.52 for every thousand dollar earned. As mentioned in the company permitting section, Augusta has a similar policy of taxing gross revenues. The Augusta tax however is proportionately smaller at \$0.20 charged for every \$1000 earned.

Seattle and Indianapolis, like Atlanta, require the fingerprinting of company owners. Atlanta covers the cost of this service within their company permit fee, but in Seattle and Indianapolis, fees are charged directly to company owners. Seattle charges \$30 and Indianapolis charges \$10 at the local (as well as \$39 at the state) level.

III. Taxi Driver Regulation

Driver Permitting

Surveyed cities were asked questions regarding the following fees:

Initial Permit: refers to the fee charged to individuals applying to drive taxicabs within a specific jurisdiction.

Permit Renewal: refers to the fee associated with renewing a previously issued license (generally done on an annual basis).

Late Permit Renewal: refers to the penalty fee charged to individuals renewing previously issued licenses after their expiration period; charged in addition to permit renewal fees.

Duplicate Permit: refers to the fee charged for the replacement of a lost or stolen license.

Special Event/ Temporary Permit: refers to the fee charged to drivers applying to drive within a jurisdiction on a temporary basis; usually associated with a special event for example the Superbowl or the Olympics.

TAXICAB DRIVER PERMIT FEES

Jurisdiction	Initial Permit	Permit Renewal	Late Permit Renewal	Duplicate Permit	Special Event Temp Permit
Atlanta, GA	\$30.00	\$ 20.00	\$ 10.00	N/A	N/A
Birmingham, AL	\$30.00	\$ 30.00	\$ 25.00	\$10.00	\$30.00
Charleston, SC	\$10.00	\$ 10.00	N/A	\$ 3.00	N/A
Chicago, IL	\$15.00	\$ 8.00	N/A	N/A	N/A
Dallas, TX	\$30.00	\$ 30.00	N/A	\$11.00	N/A
Indianapolis, IN	\$20.00	\$ 10.00	N/A	N/A	N/A
Jacksonville, FL	\$25.00	\$ 25.00	N/A	\$ 5.00	N/A
Louisville, KY	\$30.00	\$ 30.00	N/A	\$15.00	\$30.00
Memphis, TN	\$30.00	\$ 30.00	\$ 15.00	\$15.00	\$25.00
Miami, FL	\$55.00	\$ 55.00	\$ 55.00	\$26.00	N/A
Nashville, TN	\$20.00	\$ 20.00	N/A	\$10.00	N/A
New Orleans, LA	\$40.00	\$ 40.00	\$ 20.00	\$20.00	\$20.00
New York, NY	\$60.00	\$ 60.00	\$ 25.00	N/A	N/A
Orlando, FL	\$10.00	\$ 10.00	N/A	\$10.00	N/A
Sacramento, CA	\$75.00	\$ 75.00	\$ 50.00	\$ 5.00	N/A
Seattle, WA	\$75.00	\$ 75.00	\$ 15.00	\$ 5.00	N/A
Tampa, FL	\$30.00	TBD	TBD	TBD	TBD
Average	\$34.41	\$ 33.00	\$ 26.88	\$11.25	\$26.25
Difference	\$ (4.41)	\$ (13.00)	\$ (16.88)	N/A	N/A

Atlanta has two taxi driver permit fees: initial and renewal. Further, late renewals are charged \$10 in addition to renewal fees. Atlanta's charge of \$30.00 for initial permits is \$4.41 or 13 percent lower than the average rate of \$34.41. Amongst the cities surveyed, Sacramento and

Seattle charge the highest fees for initial permits at \$75. Charleston and Orlando charge the lowest fees of the comparable group at \$10 each.

The average amount charged for permit renewal is \$33.00. Atlanta's charge of \$20.00 is \$13.00 or 39 percent below average. Atlanta, Indianapolis, and Chicago are the only surveyed cities to offer renewed permits at a discounted rate.

Less than half of survey respondents charge a fee for late permit renewal. The highest rate charged is \$55.00 by Miami and the lowest rate charged is \$10.00 by Atlanta. Atlanta's charge of \$10.00 is less than half of the average rate of \$26.88 among those comparables with the charge.

Unlike the majority of comparables, Atlanta does not charge a fee for the issuance of a duplicate license. The average rate charged for this service is \$11.25.

Birmingham, Louisville, Memphis and Savannah charge fees for special event temporary drivers permits. Atlanta, like the majority of survey respondents, does not offer this service.

GEORGIA DRIVER PERMIT FEES

Jurisdiction	Initial Permit	Permit Renewal	Late Permit Renewal	Duplicate Permit	Special Event Temp Permit
Atlanta, GA	\$30.00	\$ 20.00	\$ 10.00	N/A	N/A
Augusta, GA	\$25.00	N/A	N/A	\$ 5.00	N/A
Columbus, GA	\$10.00	\$ 10.00	\$ 5.00	\$10.00	N/A
Macon, GA	\$19.00	\$ 19.00	N/A	N/A	N/A
Savannah, GA	\$ 5.00	\$ 15.00	N/A	\$ 5.00	\$15.00
AVERAGE	\$17.80	\$ 16.00	\$ 7.50	\$ 6.67	\$15.00
Difference	\$12.20	\$ 4.00	\$ 2.50	N/A	N/A

Atlanta's current initial permit and permit renewal charges are 69 and 25 percent higher than the average of the Georgia cities surveyed. Of the Georgia cities, only Atlanta and Columbus charge a penalty for late permit renewals. Unlike Atlanta, Augusta, Columbus and Savannah all charge fees for the issuance of a duplicate permit.

Driver Fingerprinting and Record Checks

Surveyed cities were asked questions regarding the following fees:

Fingerprinting requirement: indicates whether or not a jurisdiction requires drivers to be fingerprinted.

Record check requirement: indicates whether or not a jurisdiction requires a record check to be completed on new taxicab drivers.

Combined check/ printing: in some jurisdictions fees for driver record checks and fingerprinting have been combined.

DRIVER FINGERPRINTING/ RECORD CHECK

Jurisdiction	Fingerprinting Requirement	Fee Amount	Record Check Requirement	Fee Amount	Combined Check/ Printing	Fee Amount
Atlanta, GA	Yes	N/A	Yes	N/A	N/A	N/A
Birmingham, AL	Yes	\$25.00	No*	N/A	N/A	N/A
Charleston, SC	Yes	\$ 5.00	Yes	\$ 5.00	N/A	N/A
Chicago, IL	Yes**	N/A	No*	\$12.00	N/A	N/A
Dallas, TX	Yes	N/A	No	N/A	No	N/A
Indianapolis, IN	N/A	N/A	N/A	N/A	Yes	\$ 10.00
Jacksonville, FL	No	N/A	Yes	\$23.00	No	N/A
Louisville, KY	No	N/A	No*	N/A	No	N/A
Memphis, TN	Yes	N/A	Yes*	N/A	N/A	N/A
Miami, FL	No	N/A	Yes	N/A	No	N/A
Nashville, TN	N/A	N/A	N/A	N/A	Yes	\$ 75.00
New Orleans, LA	Yes	N/A**	Yes	N/A**	N/A	N/A
New York, NY	Yes*	N/A	TBD	TBD	TBD	TBD
Orlando, FL	TBD	TBD	Yes***	N/A	TBD	N/A
Sacramento, CA	Yes	\$59.50	No	N/A	No	N/A
Seattle, WA	Yes	\$30.00	TBD	TBD	TBD	TBD
AVERAGE	-	\$29.88	-	\$13.33	-	\$ 42.50
Difference	-	N/A	-	N/A	-	N/A

* At state level

**Outsourced

While driver fingerprinting and record checks are required, Atlanta does not charge a fee for either service. Of the eleven jurisdictions which require new drivers to be fingerprinted, only Atlanta and Memphis do not charge a fee for this service. Memphis includes the cost of fingerprinting in the \$30 driver permit application. In Chicago, while the city requires drivers be fingerprinted, the service is provided directly by a third party. The average fee charged by jurisdictions offering solely fingerprinting is \$29.88.

Less than half of the respondent cities require a record check. For Atlanta, Miami and Memphis, the cost of this service is included in the driver's application fee. In Louisville fees are charged and record checks are conducted at the state level. Orlando indicated that the driver pays the federal government directly for required background checks. The average fee charged solely for a record check is \$13.33.

Indianapolis and Nashville have joint fees for driver fingerprinting and driver record checks. The cities charge \$10 and \$75 respectively. Taxi drivers in Indianapolis are charged a second fee for fingerprinting and record checks of \$39 is charged by the state.

GEORGIA DRIVER FINGERPRINTING/ RECORD CHECK

Jurisdiction	Fingerprinting Requirement	Fee Amount	Record Check Requirement	Fee Amount	Combined Record Check/ Fingerprinting	Fee Amount
Atlanta, GA	Yes	N/A	Yes	N/A	N/A	N/A
Augusta, GA	N/A	N/A	N/A	N/A	Yes	\$25.00
Columbus, GA	No	N/A	Yes	\$20.00	N/A	N/A
Macon, GA	Yes	N/A	Yes	N/A	N/A	N/A
Savannah, GA	Yes	N/A	Yes	\$10.00	N/A	N/A
AVERAGE		N/A		\$15.00		\$25.00
Difference		N/A		N/A		N/A

Atlanta, Augusta, Macon and Savannah all require fingerprinting for taxicab drivers. Of these four cities, only Augusta charges a fee. This \$25 fee includes a driver record check as well. All four of the Georgia comparables require record checks. Columbus and Savannah charge \$20 and \$10 for the service respectively; Macon and Atlanta charge no fee for the service.

Drug Testing

Surveyed cities were asked questions regarding the following fee:

Drug Testing: indicates whether or not jurisdictions require drivers to take a drug test.

DRIVER DRUG TESTING

Jurisdiction	Drug Testing	Fee Amount
Atlanta, GA	No	N/A
Augusta, GA	No	N/A
Birmingham, AL	No	N/A
Charleston, SC	No	N/A
Chicago, IL	Yes*	N/A
Columbus, GA	No	N/A
Dallas, TX	No	N/A
Indianapolis, IN	No	N/A
Jacksonville, FL	No	N/A
Louisville, KY	No	N/A
Macon, GA	No	N/A
Memphis, TN	No	N/A
Miami, FL	No	N/A
Nashville, TN	Yes*	N/A
New Orleans, LA	Yes	\$ 20.00
New York, NY	Yes	\$ 25.50
Orlando, FL	No	N/A
Phoenix, AZ	N/A	N/A
Sacramento, CA	Yes*	N/A
Savannah, GA	No	N/A
Seattle, WA	No	N/A

* Outsourced

Of the surveyed cities, only New Orleans and New York charged fees for drug testing. The cities charge \$20 and \$25 respectively for the service. Chicago, Nashville and Sacramento also require driver drug testing, but use a third party agency to provide the service.

Driving Course Requirements

Surveyed cities were asked questions regarding the following fees:

Initial Safety Course: indicates whether or not a jurisdiction requires new taxicab drivers to take an initial taxicab drivers training course.

In-House Provision: indicates whether or not initial safety courses are provided by the jurisdiction (as opposed to privately).

Defensive Driving Course: indicates whether or not jurisdictions require all taxicab drivers to take a defensive driving course which is separate from the initial safety course.

DRIVER COURSE REQUIREMENTS

Jurisdiction	Initial Safety Course	Fee	In House Provision	Defensive Driving Course	Fee
Austin, TX	No	N/A	N/A	No**	N/A
Chicago, IL	Yes	\$240.00	No	No**	N/A
Dallas, TX	Yes	\$ 12.00	Yes	Yes	TBD
Indianapolis, IN	Yes	\$100.00	No	No	N/A
Miami, FL	No	N/A	N/A	Yes	N/A
New Orleans, LA	Yes*	N/A	No	No	N/A
New York, NY	Yes*	N/A	No	Yes*	N/A
Seattle, WA	Yes	\$ 65.00	Yes	No	N/A

*Outsourced

**Required for specific moving violations.

Unlike Atlanta and the majority of cities surveyed, New York, Dallas, Indianapolis, New Orleans and Seattle require new taxicab drivers to take an initial driving course. The rates charged vary from \$12 charged by the city of Dallas to \$240 charged by the city of Chicago. Of these cities only Dallas and Seattle provide the service in-house.

New drivers in Dallas, Miami and New York are required to take defensive driving courses. In New York the city does not collect fees from defensive driving courses as they are privately provided. Miami charges no fee for this service, but charges \$15 to drivers who fail the initial training exam and sit for a second test.

Austin and Chicago have similar policies on defensive driving courses. In Chicago drivers who have received a moving violation within 12 months of license renewal are required to take a defensive driving course. The course is privately administered and the state collects no fees on the service. In Austin only drivers who have received a traffic violation in the last three years are

required to take a defensive driving course. In Austin, like Chicago, this course is taken privately at the driver's expense.

Surveyed cities were also asked if they required drivers to take an annual driving course. No city requires this of its taxicab drivers.

Other Driver Related Fees

OTHER DRIVERS FEES

Jurisdiction	Fee Amount	Fee Description
New York, NY	N/A*	English proficiency test
Seattle, WA	\$5.00	ID photo

*Outsourced

Like Atlanta, New York requires its drivers to take and pass an English proficiency test. While the fee is established at \$25, the course is administered by a private provider.

Seattle is the only survey respondent which indicated a charge for the issuance of a photo identification card. Seattle charges \$5 for this service.

IV. Taxi Vehicle Inspections

Surveyed cities were asked questions regarding the following fees:

Inspection: indicates whether or not jurisdictions require taxicab vehicles to be inspected.

Initial Fee: fee charged for an initial taxicab vehicle inspection.

Annual: fee charged for an annually required taxicab inspection.

Semi-Annual: fee charged for a semi-annually required taxicab inspection.

Quarterly: fee charged for a quarterly required taxicab inspection.

Re-Inspection: fee charged for the re-inspection of a failed vehicle.

VEHICLE INSPECTION AND RE-INSPECTION

Jurisdiction	Inspection	Initial Fee	Annual	Semi-Annual	Quarterly	Re-inspection
Atlanta, GA	Yes	\$ 25.00	N/A	\$ 25.00	N/A	N/A
Birmingham, AL	TBD	N/A	N/A	N/A	N/A	N/A
Charleston, SC	No	N/A	N/A	N/A	N/A	N/A
Chicago, IL	Yes	N/A***	N/A	N/A***	N/A	\$ 15.00
Dallas, TX	Yes*	N/A	N/A	N/A	N/A	\$ 25.00
Indianapolis, IN	Yes	\$ 65.00**	\$65.00**	N/A	N/A	\$ 35.00**
Jacksonville, FL	Yes	\$ 25.00	\$ 25.00	N/A	\$ 5.00	\$ 1.00
Louisville, KY	Yes	\$ 20.00	N/A	N/A	\$ 20.00	N/A
Memphis, TN	Yes	\$ 15.00	N/A	N/A****	N/A	N/A
Miami, FL	Yes	\$ 35.00	\$ 35.00	\$ 35.00	\$ 35.00	\$ 35.00
Nashville, TN	Yes	N/A***	N/A	N/A	N/A	N/A
New Orleans, LA	Yes	\$ 50.00	N/A	\$ 50.00	N/A	N/A
New York, NY	Yes	\$ 50.00	TBD	TBD	TBD	TBD
Orlando, FL	Yes*	N/A	N/A	N/A	N/A	N/A
Sacramento, CA	Yes	\$100.00	N/A	\$ 50.00	N/A	\$ 50.00
Seattle, WA	Yes	N/A***	N/A	N/A	N/A	\$ 60.00
Average		\$ 40.00	\$30.00	\$ 40.00	\$ 20.00	\$ 31.00
Difference		\$ (15.00)	N/A	\$ (15.00)	N/A	N/A

*Outsourced

**Required for vehicles 6-10 years old

***Cost included in other fees

****Required, but no fee charged

Of the 13 cities which require taxicab inspections, nine jurisdictions charge a fee directly to taxicab companies. Atlanta's \$25 initial inspection fee is \$15 or 38 percent lower than the average charge of \$40.

Both Dallas and Orlando require inspection, but outsource the service to a third party. In Chicago, Seattle and Nashville, companies pay for inspections through vehicle permit fees. In other cities, such as Indianapolis, inspections are only required for vehicles between six and ten years of age.

Indianapolis, Jacksonville and Miami require annual vehicle inspections. Indianapolis charges \$65 for the inspection of vehicles which are between six and ten years old. Miami requires the annual inspection of vehicles which are between one and two years old. Jacksonville charges a \$25 fee for annually required inspections.

Atlanta, Miami, New Orleans and Sacramento all require semi-annual taxicab inspections. In Miami semi-annual inspection is required for vehicles that are three or four years old. Memphis requires the semi-annual inspection of taxicabs, but charges no fee for the service.

Jacksonville, Louisville and Miami inspect vehicles on a quarterly basis. Jacksonville charges a \$5 fee for quarterly inspections of metered vehicles. Miami requires quarterly inspections for vehicles five years or older.

Unlike seven of the above cities, Atlanta does not charge a fee for re-inspection after a failed inspection. The \$1 fee charged by Jacksonville is levied only once the failed vehicle has passed inspection, allowing failed vehicles to be re-inspected repeatedly (and fail) without charge. The average fee charged for this service is \$31.00.

Dallas and Jacksonville charge re-inspection late fees. While Jacksonville only charges \$1, Dallas charges \$100.

GEORGIA VEHICLE INSPECTION AND RE-INSPECTION

Jurisdiction	Inspection	Initial Fee	Annual	Semi-Annual	Quarterly	Re-inspection
Atlanta, GA	Yes	\$10	N/A	\$5	N/A	\$5
Augusta, GA	Yes	N/A*	N/A	N/A	N/A	N/A
Columbus, GA	Yes	N/A**	N/A	N/A	N/A	N/A
Macon, GA	Yes	\$25	\$25	N/A	N/A	\$25
Savannah, GA	Yes	N/A*	N/A	N/A	N/A	N/A

*Cost included in other fees

**Outsourced

Atlanta, Augusta, Columbus, Macon and Savannah all require the inspection of taxicabs. Only Atlanta and Macon charge a fee for the initial inspection. For Savannah the cost is included in the company permit fee. In Augusta the cost is included in the business license fee. In Columbus vehicle inspections are required, but conducted privately and verified by the police. No fee is paid for this service in Columbus. Other than an annual \$25 initial fee charged by Macon, there are no other direct inspection fees charged by the Georgia comparables.

Other Vehicle Related Fees

OTHER VEHICLE RELATED FEES

Jurisdiction	Fee Amount	Other Information
Dallas, TX	\$ 20	DWR airport inspection
Seattle, WA	\$ 75	Fee for change of vehicle
	\$50/hour	Change of taxicab license
	\$ 60	Suspended license re-inspection

Seattle charges fees for several items which are unique to the city. These charges include a fee for change of vehicle, change of taxicab license and a suspended license reinstatement.

Dallas charges \$35 to companies for the inspection of vehicles operating outside the city limits.

Horse-Drawn Carriage Permitting

I. Comparables

Fifteen of the comparable cities studied regulate horse-drawn carriage companies. Only results from these jurisdictions will be listed in the following sections.

ATLANTA HORSE-DRAWN CARRIAGE COMPARABLES

Jurisdiction	State	Population 2006 Estimate	Population 2000
Atlanta	Georgia	486,411	416,474
Austin	Texas	709,893	656,562
Birmingham	Alabama	229,424	242,820
Charleston	South Carolina	107,845	96,650
Chicago	Illinois	2,833,321	2,896,016
Dallas	Texas	1,232,940	1,188,580
Indianapolis	Indiana	785,597	781,870
Louisville	Kentucky	554,496	551,284
Memphis	Tennessee	670,902	650,100
Nashville	Tennessee	552,120	545,524
New Orleans	Louisiana	223,388	484,674
New York	New York	8,214,426	8,008,278
Orlando	Florida	220,186	185,951
Seattle	Washington	582,454	563,374

Atlanta, Savannah and Macon are the only three Georgia cities within our study that regulate horse-drawn carriages. Since Augusta and Columbus do not regulate horse-drawn carriages for their jurisdictions, they are not included in the following section.

GEORGIA HORSE-DRAWN CARRIAGE COMPARABLES

Jurisdiction	Population 2006 Estimate	Population 2000
Atlanta	486,411	416,474
Macon	93,665	97,255
Savannah	127,889	131,510

II. Franchise System

Companies within a franchise system operate under the guidance of an appointed municipal agency or board. The number of companies authorized to operate within a jurisdiction is generally restricted, allowing municipalities to charge a large fee to franchised operators. Franchise companies are required to meet standards and regulations determined by the municipal licensing agency or board. The only city within our study which regulates horse-drawn carriage services under a franchise system is Charleston. The city charges companies an annual \$17,500 fee for the right to operate in the city.

III. Carriage Fees

House Drawn Carriage Licensing

Surveyed cities were asked questions regarding the following fees:

Carriage: indicates whether or not jurisdictions license horse-drawn carriages.

Carriage Fee: is the fee charged to carriage owners per carriage.

Company: indicates whether or not jurisdictions have permit for horse-drawn carriage companies (separate from a carriage fee).

Company Fee: is the fee charged to a horse-drawn carriage company for a license to operate a horse-drawn carriage business within a jurisdiction.

HORSE-DRAWN CARRIAGE LICENSE PERMIT

Jurisdiction	Carriage	Carriage Fee	Company	Company Fee
Atlanta, GA	Yes	\$100.00	Yes	N/A
Austin, TX	Yes	\$200.00	No	N/A
Birmingham, AL	Yes	\$ 25.00	TBD	N/A
Charleston, SC	N/A	N/A	Yes*	N/A
Chicago, IL	Yes	\$400.00	No	N/A
Dallas, TX	Yes	\$500.00	Yes	\$150.00
Indianapolis, IN	Yes	N/A	Yes	\$ 20.00
Louisville, KY	Yes	\$ 50.00	No	N/A
Memphis, TN	Yes	\$ 75.00	TBD	TBD
Nashville, TN	Yes	\$ 35.00	Yes	\$100.00
New Orleans, LA	Yes	\$250.00	TBD	N/A
New York, NY	Yes	\$ 50.00	TBD	TBD
Orlando, FL	Yes	\$100.00	Yes	\$300.00
Seattle, WA	Yes	\$ 60.00	Yes	\$ 90.00
Average		\$153.75		\$132.00
Difference		\$(53.75)		N/A

*Franchise fee

Most of the cities surveyed which regulate horse-drawn carriages charge a per carriage licensing fee. Fees for this service vary from \$25 to \$500. Atlanta's \$100 carriage fee is \$53.75 or 34 percent less than the average charge of \$153.75.

Five of the regulating jurisdictions charge horse-drawn carriage companies a licensing fee separate from the per carriage fee. These fees range from \$20 charged by Indianapolis to \$300 charged by Orlando. Atlanta is the only city within our study which issues a carriage company permit at no charge.

Indianapolis charges a \$10 local and \$39 state fee for the fingerprinting of horse-drawn carriage company owners.

GEORGIA HORSE-DRAWN CARRIAGE LICENSE PERMIT

Jurisdiction	Carriage	Fee
Atlanta, GA	Yes	\$100.00
Macon, GA	Yes	\$ 19.00
Savannah, GA	Yes	\$150.00
Average		\$ 89.67
Difference		\$ 10.33

Atlanta's horse-drawn carriage license fee of \$100 falls between the fees charged by Georgia's two other regulating cities. Macon charges \$19 per carriage while Savannah charges \$150 per carriage. None of Georgia's three horse-drawn carriage regulating jurisdictions charge a fee for the issuance of a company permit separate from per carriage licensing fees.

III. Driver Fees

Horse- Drawn Carriage Driver Permitting

Surveyed cities were asked questions regarding the following fees:

***Driver Regulation:** indicates whether horse-drawn carriage drivers are licensed within a jurisdiction.*

HORSE-DRAWN CARRIAGE DRIVER LICENSING

Jurisdiction	Regulation	Fee
Atlanta , GA	No	N/A
Austin, TX	Yes	\$ 10.00
Birmingham, AL	Yes	\$ 30.00
Charleston , SC	No	N/A
Chicago, IL	Yes	\$ 15.00
Dallas, TX	Yes	\$ 16.00
Indianapolis, IN	Yes	N/A
Louisville, KY	Yes	\$ 25.00
Memphis, TN	Yes	\$ 30.00
Nashville, TN	Yes	\$ 20.00
New York, NY	Yes	\$ 15.00
Orlando , FL	No	N/A
Seattle, WA	Yes	\$ 20.00
Average		\$ 20.11
Difference		N/A

Nine of cities license horse-drawn carriage drivers and all but Indianapolis charge a fee for this service. Driver licensing fees range from \$10 to \$30 and average \$20.11.

Driver fingerprinting is required by Jacksonville, Los Angeles, Nashville, Indianapolis and Atlanta. Nashville also requires a record check and charges \$75 for both services.

In addition to its \$30 licensing fee, Memphis charges horse-drawn carriage drivers \$15 for a 14-day driver training permit.

GEORGIA HORSE-DRAWN CARRIAGE DRIVER LICENSING

Jurisdiction	Regulation	Fee
Atlanta, GA	No	N/A
Macon, GA	Yes	\$ 19.00
Savannah, GA	Yes*	N/A

*Tour guide training.

Macon is the only Georgia city which licenses horse-drawn carriage drivers. Savannah requires the completion of a tour guide training class, but does not license carriage drivers.

IV. Carriage Inspection Fees

Horse-Drawn Carriage Inspection

Surveyed cities were asked questions regarding the following:

Horse-Drawn Carriage Inspection: indicates whether or not a jurisdiction requires the physical inspection of horse-drawn carriages.

HORSE-DRAWN CARRIAGE INSPECTION

Jurisdiction	Regulation	Fee	Period
Atlanta, GA	Yes	N/A	TBD
Austin, TX	Yes	N/A	N/A
Birmingham, AL	Yes	N/A	Annual
Charleston, SC	No	N/A*	N/A
Chicago, IL	Yes	N/A	N/A***
Dallas, TX	Yes	\$ 25.00	Annual
Indianapolis, IN	Yes	N/A	Annual
Louisville, KY	Yes	N/A	Annual
Memphis, TN	Yes	N/A	N/A***
Nashville, TN	Yes	N/A	N/A****
New Orleans, LA	Yes	\$ 50.00	Bi-annual
Orlando, FL	Yes	N/A**	Annual
Seattle, WA	Yes	N/A	Annual
Average		\$ 37.50	
Difference		N/A	

*Horses, not carriages, are regulated

**Outsourced

***Random field inspections

****Initial inspection followed by random on the spot inspections

Eleven of the above cities require an inspection of horse-drawn carriages. Of these cities, only Dallas and New Orleans collect a fee for this service. Orlando outsources this service to a private provider and does not directly collect any fees for its provision. Charleston does not require a carriage inspection, but does monitor the treatment of horses. Most carriage inspections occur annually, except New Orleans which requires bi-annual inspections and Nashville which does not require periodic inspections.

GEORGIA HORSE-DRAWN CARRIAGE INSPECTION

City	Regulation	Fee
Atlanta, GA	Yes	N/A
Macon, GA	No	N/A
Savannah, GA	No	N/A

Atlanta is the only Georgia city which requires the inspection of horse-drawn carriages.

Conclusion

It is advised that the City of Atlanta increase fees related to vehicles for hire services. The City of Atlanta's Bureau of Taxicabs and Vehicles for Hire is only recovering 47.6 percent of vehicles for hire fee related costs. If the City increased fees to the proposed fee amount calculated in this report, the City would recover 80.9 percent of the total calculated cost of providing fee-related services. The City's need to increase fees related to vehicles for hire services is further underscored by recognition of general inflationary increases. Cost of living and, therefore, the cost of services throughout Atlanta have increased by an average of 3.2 percent per year since 1981. Despite an aggregate inflationary increase of 124.5 percent since then, vehicles for hire service related fees have remained unchanged for 26 years.

A further indication of the relationship between the fees charged and general service related costs is Atlanta's comparison with similar cities. Atlanta's vehicles for hire related fees are significantly lower than other comparables studied. For example, Atlanta's company permit fee of \$100 is \$176 or 63 percent below the average fee of \$276. Additionally, the City falls \$125.50 or 71 percent below the national average with its company permit renewal rate of \$50.

Increased fee charges will reflect both national comparable trends and take into account increasing costs due to inflationary changes. An increase in vehicles for hire related fees is necessary to more fully recover costs related to services provided.

It should be noted that labor-related analysis is subject to variability in individual per service time expenditures, and was current as of the time of this analysis but may have changed. As labor is the greatest cost driver in vehicles for hire service provision, any fees proposed should be evaluated for labor cost adjustments due to individual productivity and any changes to operating costs. Further, any legal considerations should be examined by the appropriate City departments prior to implementation to ensure compliance with local laws.



Appendix

1) Comparable Jurisdictions Survey begins on next page



City of Atlanta, Georgia

SURVEY OF TAXICABS and VEHICLES FOR HIRE FEES

Thank you for taking the time to complete this survey in support of the taxicab and vehicles for hire fee study for the City of Atlanta, Georgia. We will be happy to share our findings with you at the completion of this study.

Instructions

1. Please assign a primary contact within your jurisdiction to coordinate the completion of this survey and to serve as a liaison with Atlanta's consultants, (Public Financial Management, PFM) who are engaged to assist with data compilation and analysis.
2. The questions in this survey refer to fees that are charged within the **Police Department- Division of Taxicabs and Vehicles for Hire** of the City of Atlanta. We expect that different people from your organization may complete different parts of this survey. **Please circulate** the survey to the department or division in your jurisdiction who can best provide the requested information and please provide the contact information for those individuals
3. Please respond - by e-mail if possible – by **July 1, 2007** to the City's consultants. If it is not possible for you to respond via e-mail, please fax all materials to Stephannie Hannan at (215) 567-4180.
4. If you have any questions, please do not hesitate to contact Stephannie Hannan at the contact information below:

Stephannie Hannan, Public Financial Management
Two Logan Square, Suite 1600, Philadelphia, PA 19103
Phone: (215) 557-1214 / (800) 937-4736 / Fax: (215) 567-4180
hannans@pfm.com



I. General Information

Name of Jurisdiction: _____

The survey focuses on several fees administered by the **Police Department- Division of Taxicabs and Vehicles for Hire** of Atlanta, Georgia. It is possible that the survey will need to be completed by several staff members of your jurisdiction.

Please complete the contact information for each person completing the survey

Information for **primary contact** within the jurisdiction:

Name: _____

Email: _____

Phone: _____

Fax: _____

Information for additional employee(s) completing the survey

Name: _____

Email: _____

Phone: _____

Fax: _____

Name: _____

Email: _____

Phone: _____

Fax: _____

Name: _____

Email: _____

Phone: _____

Fax: _____



Please Include a Copy of Your Fee Schedule Along With This Survey

1. Does your jurisdiction use a franchise taxi system⁷ for permitting vehicles for hire?

If yes, please skip to question #9

If no, please continue to the next question

2. Does your jurisdiction charge fees for **permitting/licensing taxicab drivers**?

Yes _____ No _____

If yes, please complete the following table for all fees that apply to taxicab drivers:

Type of Fee	Fee Charged? (Y/N)	Fee Amount	# of Fees Paid in 2005	# of Fees Paid in 2006	Other Information
Initial Driver's Permit					
Renewal Driver's Permit					
Late Fee for Renewal of Driver's Permit					
Fingerprints					
Record Check					
Duplicate Driver Permit (lost, stolen, destroyed)					
Special Event Temporary Driver Permit					
Drug Test					
Other Fees Related to Taxicab Drivers:					

⁷ "Franchise taxi systems" do not include medallion systems. If you are unsure which system your jurisdiction uses, please review the entire survey and answer all relevant questions.



3. Does your jurisdiction charge fees for **permitting taxicab companies**?

Yes _____ No _____

If yes, please complete the following table for all fees that apply to taxicab companies:

Type of Fee	Fee Charged? (Y/N)	Fee Amount	# of Fees Paid in 2005	# of Fees Paid in 2006	Other Information
Company Permit					
Company Permit Application (if separate from the company permit fee)					
Renewal of Company Permit					
Transfer of Driver to Different Company					
Business License					
Change of Owner					
Other Fees Related to Taxicab Companies:					

4. Does your jurisdiction charge taxicab company fees for certain **geographic areas**?

Yes _____ No _____

If yes, please describe your jurisdiction's geographic areas (e.g. airport, residential) in the space below (please include fee amounts, if applicable):



5. Does your jurisdiction charge fees for **inspecting taxicab vehicles**?

Yes _____ No _____

If yes, please complete the following table for all fees that apply to vehicle inspections:

Type of Fee	Fee Charged? (Y/N)	Fee Amount	# of Fees Paid in 2005	# of Fees Paid in 2006	Other Information
Vehicle Inspection					
Re-Inspection:					
Re-inspection (semi-annual)					
Re-inspection (quarterly)					
Re-inspection (other specific timeframe)					
Re-Inspection Late Charge					
Other Fees Related to Vehicle Inspections:					

6. Does your jurisdiction charge fees for **Decal or Medallion replacement**?

Yes _____ No _____

If yes, please provide the following:

Fee Amount: \$ _____

Number of Fees Paid in 2005: _____ Number of Fees Paid in 2006: _____

7. Does your jurisdiction charge fees for **Out of State Temporary Vehicle Permits**?

Yes _____ No _____

If yes, please provide the following:

City of Atlanta, Georgia
Survey of Taxicab and Vehicles for Hire Fees



Fee Amount: \$_____

Number of Fees Paid in 2005:_____ Number of Fees Paid in 2006:_____



8. Does your jurisdiction charge any other fees not mentioned related to taxicabs and vehicles for hire? If yes, please describe.

9. Does your jurisdiction require new drivers to take an **initial safety course**?

If yes, please provide the following:

Training Fee Amount (if one is charged): \$_____ Test Fee Amount \$_____

Number of participants in 2005: _____ Number of participants in 2006: _____

Is the training provided in-house? (yes/no?) _____

10. Does your jurisdiction require new drivers to take an **annual safety course**?

If yes, please provide the following:

Training Fee Amount (if one is charged): \$_____ Test Fee Amount \$_____

Number of participants in 2005: _____ Number of participants in 2006: _____

Is the training provided in-house? (yes/no?) _____

11. Does your jurisdiction require a **Defensive Driving Course** (that is different from an annual or initial safety course)?

Yes _____ No _____

If yes, please provide the following:

Fee Amount (if one is charged): \$_____

Number of participants in 2005: _____ Number of participants in 2006: _____



12. Does your jurisdiction charge a fee for a **horse drawn carriage license**?

Yes ____ No ____

If yes, please provide the following:

Fee Amount: \$ ____

Number of Fees Paid in 2005: ____ Number of Fees Paid in 2006: ____

13. Does your jurisdiction charge a fee for **horse drawn carriage inspections**?

Yes ____ No ____

If "Yes", please provide the following:

How often are inspections required?

Fee Amount: \$ ____

Number of Fees Paid in 2005: ____ Number of Fees Paid in 2006: ____

14. Does your jurisdiction charge any other fees related to horse drawn carriages? (If so, please describe and include the fee amount charged)

The following questions apply only to jurisdictions which use a "franchise system" to permit taxicabs and vehicles for hire; if your jurisdiction does not operate a franchise system you may skip the remaining questions. Thank you for completing this survey for the City of Atlanta.

15. What year did your jurisdiction begin to use the franchise system?

Year Implemented ____



16. Does your jurisdiction use a Board of Commissioners or other organization to oversee the franchise system? (If so, how many members are on the Board?)
17. What is the process for becoming a taxicab franchise in your jurisdiction?
18. In the last fiscal year, what was the total amount of franchise fee revenue received?
19. How and where do customers file complaints with franchised taxicab companies?

Thank you for taking the time to complete this survey.

**AN ORDINANCE BY
PUBLIC SAFETY AND LEGAL ADMINISTRATION COMMITTEE**

AN ORDINANCE AMENDING CHAPTER 162, ARTICLE II, DIVISION 1, SECTION 162-33 OF THE CODE OF ORDINANCES OF THE CITY OF ATLANTA ("CITY"), GEORGIA, ON BEHALF OF THE DEPARTMENT OF POLICE, BUREAU OF TAXICABS AND VEHICLES FOR HIRE ("DEPARTMENT"), FOR THE PURPOSE OF INCREASING THE FEES THE CITY ASSESSES TAXICAB DRIVERS AND TAXICAB COMPANIES IN ORDER TO OFF-SET THE FUNDING THAT'S PROVIDED BY THE CITY TO SUBSIDIZED THE DEPARTMENT'S OPERATING BUDGET; TO CREATE A TAXICAB RE-INSPECTION FEE; AND FOR OTHER PURPOSES.

WHEREAS, Chapter 162, Article II, Division I, Section 162-33 of the Code of Ordinances of the City of Atlanta, Georgia sets forth the schedule of fees the City assesses Taxicab Drivers and Taxicab Companies in order to operate within the jurisdiction of the City; and

WHEREAS, the fees set forth in Chapter 162, Article II, Division I, Section 162-33 of the Code of Ordinances of the City of Atlanta, Georgia have not been increased since 1981; and

WHEREAS, the City desires to increase the fees assessed to taxicab drivers and taxicab companies in order to off-set the funding that's provided by the City to subsidize the Department's operating budget; and

WHEREAS, the Department of Finance, Office of Budget & Fiscal Policy (OBFP) analysis of the Departments' fee revenue for the year 2004 showed total revenue in the amount of \$436,459.00, however, the Departments total operating budget was \$800,290.00 of which \$363,831.00 was subsidized from the City's 2004 General Fund; and

WHEREAS, OBFP's analysis of the Departments' fee revenue for the year 2005 showed total revenue in the amount of \$329,288.00, however, the Departments total operating budget was \$769,647.00 of which \$440,359.00 was subsidized from the City's 2005 General Fund; and

WHEREAS, OBFP's analysis further revealed that the City does not assess a re-inspection fee for vehicles for hire that fail inspections, and as a result vehicle for hire user companies can have unlimited re-inspections without paying an additional fee resulting in significant cost to the City.

THE CITY COUNCIL OF THE CITY OF ATLANTA, GEORGIA, HEREBY ORDAINS as follows:

Section 1: That Chapter 162, Article II, Division 1, Section 162-33 (4)(5)(6)(7)(8)(11)(12) of the Code of Ordinances of the City of Atlanta, Georgia, which reads:

- (4) Initial driver's permit, \$30.00.
- (5) Renewal of driver's permit, \$20.00.
- (6) Late fee for renewal of drivers' permit, \$10.00.
- (7) Company permit, \$100.00.
- (8) Renewal of company permit, \$50.00.
- (11) Vehicle semiannual inspection, \$25.00.
- (12) Transfer of driver to different company, \$15.00.

Be amended to read as follows:

- (4) Initial driver's permit, \$75.00.
- (5) Renewal of driver's permit, \$60.00.
- (6) Late fee for renewal of driver's permit, \$25.00.
- (7) Company permit, \$250.00.
- (8) Renewal of company permit, \$150.00.
- (11) Vehicle semiannual inspection, \$50.00.
- (12) Transfer of driver to different company, \$40.00.

Section 2: That Chapter 162, Article II, Division 1, Section 162-33 of the Code of Ordinances of the City of Atlanta, be amended, such that:

(1) A new Section 162-33 (19) shall be added that shall read as follows:

“(19) Re-Inspection Fee, \$25.00.”

Section 3: That all existing ordinances or parts of ordinances in conflict with this ordinance shall be waived to the extent of the conflict.

TRANSMITTAL FORM FOR LEGISLATION

TO: MAYOR'S OFFICE

ATTN: GREG PRIDGEON

Legislative Counsel (Signature): Terry Davidson - Terry Grandison

Contact

Number: 6946

Originating Department: Finance

Committee(s) of Purview Public Safety and Legal Administration

Council

Deadline: 8/14/06

Committee Meeting Date(s): 8/29 -8/30 Full Council Date: 9/5/06

Commissioner Signature _____

CAPTION

AN ORDINANCE AMENDING CHAPTER 162, ARTICLE II, DIVISION 1, SECTION 162-33 OF THE CODE OF ORDINANCES OF THE CITY OF ATLANTA ("CITY"), GEORGIA, ON BEHALF OF THE DEPARTMENT OF POLICE, BUREAU OF TAXICABS AND VEHICLES FOR HIRE ("DEPARTMENT"), FOR THE PURPOSE OF INCREASING THE FEES THE CITY ASSESSES TAXICAB DRIVERS AND TAXICAB COMPANIES IN ORDER TO OFF-SET THE FUNDING THAT'S PROVIDED BY THE CITY TO SUBSIDIZED THE DEPARTMENT'S OPERATING BUDGET; TO CREATE A TAXICAB RE-INSPECTION FEE; AND FOR OTHER PURPOSES.

FINANCIAL IMPACT (if any): No Matching Grant Funds Required

Mayor's Staff Only

Received by Mayor's Office: 8.15.06 (date) RD Reviewed by: _____ (date)

Submitted to Council: _____ (date)